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The MotoGP world championship has been settled in Lorenzo's favour and a lot has been said about the championship as to how it was won off the track then on the track. A lot of people are of the opinion that Lorenzo won the championship fair and square. One needs to go back to the year 2013 when the rules were changed to allow Marc Marquez to ride the factory Repsol Honda instead of riding for a satellite team. At that time it was mandatory for a rookie to ride for a satellite team for one year before getting a factory ride; but that rule was changed to accommodate Marc Marquez.



At Phillip Island, MM made sure that Rossi could not attack Lorenzo before making his move to win the race. He had so much in hand that he could drop his lap-time by one second. One second is a very big margin in terms of time in MotoGP; if Marc wanted, he could have won the Australian GP by a big margin but instead he decided to mess around with Rossi and the rest of the group so they could not attack Lorenzo.

In Malaysia Marc had a good start but did not follow Dani Pedrosa; instead he let Lorenzo also go through before he started dicing with Rossi. What Rossi did in Malaysia was not right but he was forced to do what he did. The penalty he received ended his championship hopes.

What Marquez did in Valencia was very evident — that he was protecting Lorenzo as he rode shotgun to Lorenzo and did not even make one attempt to overtake during the 30 laps, and when Dani passed Marc, he attacked Dani immediately so that Dani could not pass Lorenzo. Marc has to look within himself to see if he has done the right thing. HRC should take action against Marc as he has deprived Honda of a race win. Had the race been according to form, the result would have been Marc Marquez, Dani Pedrosa, Lorenzo and Rossi. This would have made Rossi the champion.

Aspi Bhathena

Editor



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PASSION PERSONIFIED

➔ I have been a great fan of *Bike India* for a number of years now. I am 49 years old and own a Honda Unicorn motorcycle, Honda Activa scooter and Honda City car. Amazing as it may sound, my passion for vehicles remains undiminished despite advancing years. I have been riding two-wheelers for more than 35 years now. I thought I would share a nice experience with my Honda Unicorn.

I have been riding this motorcycle since 3 September 2007, and it gives me immense pleasure to inform you that it has clocked 1,00,000 kilometres. The engine remains untouched and is still going strong. I clean my bike every day and get it serviced at regular intervals from the same mechanic, who, incidentally, is known to me for more than 25 years now. I change the engine oil every 2,000 kilometres and, to date, I have not even changed the clutch-cable of my bike.

Checking the air pressure once in a week or 10 days has helped me to ensure there were only three punctures in the entire 1,00,000-kilometre-long journey of my motorcycle. As a matter of fact, the first puncture occurred when the bike had already clocked about 52,000 kilometres. Lubricating and adjusting the chain periodically ensured that I had to replace the chain and the kit only twice so far.

No wonder people still ask me if my Unicorn is new! They also ask me about the mileage I get. When I tell them



that my bike is eight years old and still returns about 60 km to a litre, there is surprise writ large on their faces, which gives me immense satisfaction.

The traffic in Bengaluru has grown in leaps and bounds and I think for a single person riding a two-wheeler is not only economical; it is also time-saving and contributes to the economy by saving the precious fuel.

Finally, a piece of advice for the young generation: please always wear your helmet while riding a two-wheeler. Ride consistently, and, before you decide to ride fast, please think of your near and dear ones. Start as early as possible, anticipating traffic jams *en route*, and, please, please, have tons and tons of patience.

Thank you all at *Bike India* for the fantastic pictures and the great articles. While it is practically impossible to own all the vehicles, the number of long hours you spend in order to draw comparisons among various bikes/scooters really enables us to make the right decision at the time of buying a new two-wheeler. I wish you the best for your future endeavours.

B Suresh Singh, Bengaluru

Dear Suresh,

Thank you for your kind words. It is wonderful to see someone who takes such meticulous care of his bike. We are sure readers will draw inspiration from this letter of yours. We wish you happy and safe riding!

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NOTE

Dear Readers,

Thank you for the large number of letters! However, we request you to send them in a proper format. Firstly, please ensure that your letters are part of the e-mail itself, and not an attachment. Only pictures, wherever necessary, may be sent as attachments. Secondly, please mention the subject in the subject line. For example, if your letter is for the 'Letters' column, please mention LETTERS in the subject line. If it is a technical query to be answered by us, please mention TECHNICAL and so on. Otherwise your mail could land up in the spam bin. This will ensure that your letters and queries are published regularly.

- Editor

ABS: MAKE IT AVAILABLE AT LEAST AS AN OPTION

➔ I am glad to write to *Bike India* once again. Thank you for all the hard work in putting together this wonderful magazine.

I agree with what Aninda Sardar pointed out in his column, 'Idle Chatter', in the September 2015 issue of the magazine. It is indeed very difficult to make people aware of safety in a country where they tend to be indifferent even to traffic signals. While the government is trying to enforce ABS laws, the manufacturers tend to fight against it. Meanwhile, we, the riders, remain endangered as ever. Not only bikes above 125 cc, there are also a few 100-cc bikes equipped with front disc brakes, riding which can cause an accident in the event of sudden braking. Therefore, let the norms

not be mandatory, but the technology should be accessible; at least as an option to those who want to keep themselves from accidental wheel-locking even on smaller bikes.

It is really sad that very few ABS-equipped options are available to safety-conscious buyers. We hope manufacturers make a note of this point and provide more options soon.

Arunava Das, West Bengal

Hello, Arunava,

Nice to hear from you again. We wholeheartedly support your point of view. We also feel that life-saving technologies like ABS should at least be available as an option across the range.



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? Tyre Replacement

I own a Bajaj Pulsar 150 (2007 model). I want to replace its rear tyre with a 130/70 one. What sort of modifications will this entail? Will the bike's fuel efficiency and handling get adversely affected? Furthermore, my bike has a poor headlamp. Please suggest a solution to this also.

Pranjoy Singh, by e-mail

We understand that you probably want to replace the rear tyre of your bike for aesthetic purposes. However, we would not recommend that. There will be a drop in fuel efficiency, handling and performance. You may instead upgrade the tyre to a 110 section which will have a negligible effect on the aforementioned attributes. As for the headlamp, special bulbs are available in the market that emit brighter light using the same wattage. You may consider replacing the current bulb with one of these for better illumination.

? Will These Modifications Be Feasible?

I am a proud owner of a Royal Enfield Continental GT. First of all, I am planning to replace the rear tyre of my bike with a wider 140 section tyre and also the wheel with that of a Harley-Davidson motorcycle. I propose to keep the front wheel and tyre as they are. Similarly, I wish to replace the headlamp assembly with that from the Royal Enfield Thunderbird. I would like *Bike India* to advise me about these modifications.

Naik Darsh, by e-mail

It is possible to replace both the tyre and the wheel of your Continental GT. We would recommend that you get the job done by a professional who will carry out the necessary alterations properly. As for the headlamp replacement, just check the wattage required and if it is a match, then go for it.

? Jerky Progress

I own a four-year-old TVS Apache RTR 180. It has done a little over one lakh kilometres. However, recently the bike started to hesitate while opening the throttle,



as if it were out of fuel. Until 5,000 RPM the bike behaves in a very jerky manner but above that it becomes normal. I have tried cleaning the carburettor and replacing the air-filter but to no avail. Please suggest to me a solution. Besides, the suspension on my bike has become stiff. The service chaps have replaced the oil but still it feels quite firm. Should I change the suspension as well? Please advise me.

Debidatta Acharya, by e-mail

The problem with your bike seems to be a serious one. However, without knowing when the problem first surfaced, we won't be able to give you an exact solution. Nevertheless, there are a few things that might prove useful. Firstly, get the ignition checked. It might be loose, thus causing the problem mentioned by you. Secondly, get the bike serviced thoroughly, including checking the valve clearance. This should help you. The suspension problem mentioned by you may be because of the springs in the front fork. You may consider replacing the springs and the oil to ensure that the suspension works like before. As for the rear shock-absorbers, we would recommend replacement.

? Drop in Acceleration and Other Problems

I am a regular reader of your magazine and love the way you bring us interesting articles month after month. I am writing to you with regard to my Hero Glamour PGMFI which I bought in 2013. Recently I noticed a drop in acceleration. The bike has done only 15,000 km. I asked the service chaps about it. They recommended replacement of the clutch-plates, which was duly executed. However, the problem still persists. Furthermore, the mirrors on the handlebar start vibrating from 30-60 km/h. Please advise me.

S Karthikeyan, Salem, Tamil Nadu



The problem with your bike could be the result of a choked fuel filter or dirt in the fuel injection system. We would recommend you to get it checked and cleansed. You may also get the valve clearance checked and set right, if required. Hopefully, that should solve the problem of vibration.

? Noise from Front Sprocket

I have a problem with my Suzuki Gixxer. I regularly clean and lube the chain of the bike with Rolon products. Recently I noticed a noise coming from the front sprocket. It started after the rains. I got in touch with the Suzuki service centre and they said that I should use Motul lubricants and chain-cleaner. However, I do not think that would help. Please advise me.

Abdul Salam, by e-mail

The problem with your bike could be due to a worn out front sprocket or a worn out gearbox bearing. We would recommend you get it checked and, if required, changed. This should solve the problem. As for lubricants, it really doesn't matter as both Rolon and Motul are brands offering quality products.

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TIPS

Dear Readers,

- Maintaining the tyres of your bike is essential as badly maintained tyres can cause accidents that can be fatal.
- Always fill air from a proper filling station to specifications given by the manufacturers to avoid undesired handling and fuel efficiency results.
- Regularly check the tyre tread depth to ensure ample traction. Immediately replace tyres that have shallow tread depth as they are not able to provide optimum traction.

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The 'Make in India' Motorrad: TVS BMW G 310 R Revealed

Developed in Munich by BMW Motorrad and made in India by TVS Motor Company, their co-operation partner, the new G 310 R is the first roadster below 500 cc



BMW ROADSTERS ARE A special lot — versatile, agile and very capable. Their latest roadster is even more special. Why? Because it's their smallest one yet and is built right here in India, all set to roll out of Chennai from TVS' plant. Drawing inspiration from the S 1000 R, the new G 310 R takes the game forward for BMW Motorrad in a segment where they haven't had a presence in a while.

The chassis is an all-new rigid tubular steel frame, with 41-mm upside down (USD) forks at the front and a monoshock rear with 131-mm travel as well as a longer swing-arm for greater ride stability. The 17-inch sharp but aggressive purposefully-designed five-spoke light-alloy wheels certainly help add character.

▲ BMW's latest pride and joy is also their star at EICMA; turn the page for more from Italy

The brakes feature a single disc set-up at the front and rear, with standard two-channel ABS: 300 mm at the front with a four-piston fixed calliper, and 240 mm at the rear with a two-piston floating calliper. The tyres are rival-spec 110/70 R17 and 150/60 R17 front and rear respectively. The low seat height of 785 mm (760 mm and 815 mm options are available) and dry weight of 158.5 kg will make for an easy-to-ride everyday motorcycle which can do a bit of everything, dare we say. The all-digital instrumentation, too, is a feature that seems straight out of the cutting-edge pool. The tank capacity is reasonable, at 11 litres. It's a roadster after all.

The main feature on the bike is the rotated cylinder head — 180° —

to allow for a more natural front intake and rear exhaust set-up. The backward tilt allows for better mass centralisation. There's more to the engine than just the single-cylinder head set-up. The 80-mm bore and 62.1-mm stroke displace 313 cc. It runs a DOHC four-valve set-up for precise breathing ability, is fuel-injected and liquid-cooled — with a rather large radiator — for maximum performance. Compression ratio is a reasonable 10.6:1. The output? 34 PS at 9,500 RPM with a useful 28 Nm peaking at 7,500 RPM. Power is transferred through a six-speed gearbox and chain drive. In conjunction with the low weight, the power-to-weight ratio is a stonking 220+ PS/tonne. The maximum engine speed is 10,500 RPM. To minimise vibrations, it runs a counterbalance shaft too. The claimed top speed is 145 km/h, while claimed economy is 30 km/l. The G 310 R is Euro 4-compliant.

The list of options includes everything from a low seat (760 mm) or comfort seat (815 mm), as mentioned earlier, to LED turn indicators and a 12V power socket.

The bike will arrive in India very soon and it will take on the likes of the KTM 390 Duke, presently ruling the roost, while also considering the Benelli TnT 300, Kawasaki Z250/Z300, Honda CB300F as well as the probable Suzuki GSX-S250/300 and incoming Yamaha MT-03 in the global arena.



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▼
FAIRED AND LOVELY: Tornado 302



▲
G 310 R: Let's been said; more to come



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BMW, Honda and Yamaha: Collaboration for Safety



Three of the biggest players in the motorcycle industry — BMW Motorrad, Honda and Yamaha — have come together to develop new and innovative systems to make motorcycles safer. The collaboration is called Connected Motorcycle Consortium and it will work towards developing several new safety systems for motorcycles. The three companies signed a memorandum of understanding (MoU) recently to develop Co-operative – Intelligent Transportation Systems for motorcycles.

This new smart system will have the capability to warn car drivers of approaching motorcycles before they move out of a lane. Another highlight of this technology is that motorcycles will be able to communicate with other

bikes and also cars to ensure that the motorcyclist on the road doesn't go unnoticed. This technology will ensure that the rider stays safe especially in urban environments.

BMW and Honda already have technologies whereby cars communicate with each other. The challenge for them is to miniaturise this system and make it proof against the elements, which can then be incorporated into a motorcycle.

The European Motorcycle Association has welcomed this move and has also urged other motorcycle manufacturers to contribute towards making motorcycling safer. The consortium hopes to introduce the technology by 2020 and we hope that it makes it way to India as well.

The Motoplex: Piaggio Concept Store

In a bid to emphasise their presence in the two-wheeler market, Piaggio India have opened a brand-new concept store, called Motoplex, in Pune. The store brings together Piaggio's Vespa, Aprilia and Moto Guzzi brands under one roof for a one-stop shopping experience for the customers of these brands. The international atmosphere in this store is inspired by the company's concept stores in cities like Milan, New York,

Shanghai and Beijing.

Speaking on the occasion, Stefano Pelle, MD, Piaggio India, said, We are very happy to launch South Asia's first Motoplex store in India. The Motoplex store is a futuristic concept that enables a dealer to leverage more brands and products within the same retail space. The Motoplex formula is the realisation of the broader vision of the Piaggio Group in the field of offering

its vehicles and developing a closer relationship with its customers and potential customers. Not only is this a showroom for Vespa, Moto Guzzi, Aprilia and Piaggio motorcycles and scooters, but it is also a fascinating experience of the renowned style, technology and heritage of two-wheeled vehicles which are proudly 'Made in Italy'. We'll launch more of these stores in the future, all over the subcontinent.



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Winter Ride with Honda



Ushering in the festive season, Honda Motorcycle and Scooter India (HMSI) recently organised a 'Big Bike Winter Ride' on the Delhi-Jaipur highway. This winter ride was organised to give customers an experience of riding the company's latest big bike, the CBR 650F. Apart from the CBR650F, the other big bikes participating in the ride included the Goldwing, CBR 1000RR and CB1000. We hope to see many such rides in the coming months.

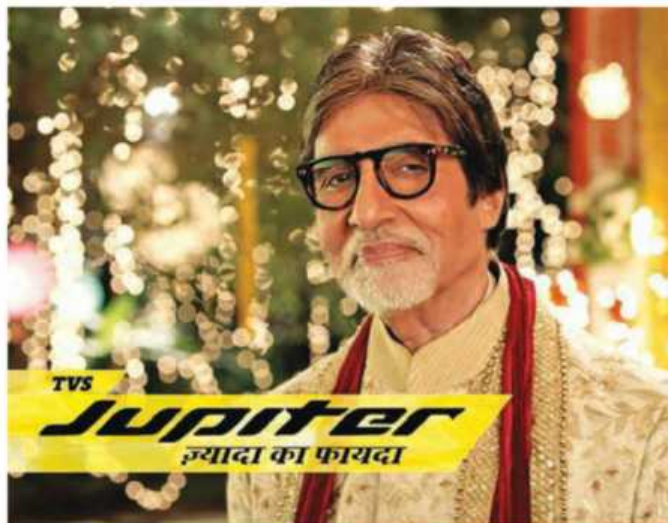


KTM Organise Stunt Day in Pune

KTM recently organised a stunt show in the city of Pune where stunt riders got a unique opportunity to showcase their talent along with their specially modified KTM machines. The stunt show was organised at the Chonde Patil Sports Complex and there were several individual and stunt riding groups among the participants.

Big B is TVS' Brand Ambassador

In order to promote the ZyadaKaFayda brand philosophy of the TVS Jupiter, the company has joined hands with Bollywood A-lister, Amitabh Bachchan. This is the first time the company has partnered with the veteran actor, affectionately known as 'Big B', for their marketing efforts and will be launching the advert campaign shortly. The first campaign will be based on a festive theme and will be directed by Shoojit Sircar of 'Vicky Donor' and 'Madras Caf' fame.



Prices Announced by MV Agusta

MV Agusta, who recently entered the Indian market with local partner Kinetic Engineering, have finally announced the prices for two of their products in India. Initially, the company has launched two bikes, namely, the Brutale 1090 and F4. The 1090 is priced at Rs 17.99 lakh (ex-Pune) and the fully-faired supersports F4 at Rs 25.5 lakh (ex-Pune). You may look up motorcycle.in for bookings and more information.

MV Agusta will be launching the Brutale 800 and the middle-weight fully-faired sports bike, the F3, in 2016.



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Mahindra Gusto Special Edition

Mahindra 2 Wheelers have launched a new variant of their scooter, the Gusto, priced at Rs 49,350, ex-showroom. The new variant is only available in the VX trim and features a new dual-tone paint job. Along with that the company is also providing free insurance as part of the festive season celebration. If you do not fancy paying the extra premium, you can still buy a Gusto in the lower HX and DX variants with dual-tone paint job at the existing price.

Bajaj Avenger

Bajaj Auto recently launched three new variants of their popular cruiser, the Avenger. The new variants include two new 220-cc Avengers and a brand-new 150-cc Avenger. Mechanically, the Avenger 220 is exactly the same as the existing 220 model but it is now available in two different trims: Cruise and Street. Prices for the 220 start at Rs 84,000 and those for the 150 at Rs 75,000, both ex-showroom, Delhi.

The 220 Street variant is equipped with alloy wheels, a blacked out theme and slightly different handlebars, whereas the Cruise version gets just a few styling tweaks. The 150 Avenger is also present with the same changes but it uses a 150-cc DTSi unit which produces 14.5 PS and 12.5 Nm.



Ducati Scrambler Enduro

With the festivities in full swing, Ducati India have launched the Enduro variant of their Scrambler model with prices starting at Rs 7.90 lakh (ex-Bengaluru). Designed to be more rugged than the standard variant, the Enduro is the ideal Scrambler for people seeking versatility and off-road capability. This new variant is powered by the same 803-cc liquid-cooled L-twin motor that serves the Scrambler range. With this new variant, Ducati have also opened a new showroom in Bengaluru.



Hero Duet

Hero MotoCorp, India's largest two-wheeler manufacturers, have finally launched their metal-bodied scooter, the Duet, at a starting price of Rs 48,400 (ex-Bengaluru). The Duet uses the same 110-cc single-cylinder engine that does duty on the Maestro Edge. Being one of the new products developed in-house by Hero, the Duet now takes the tally of Hero scooters to four. It also brings a host of new features that are impressive and will definitely attract new buyers.



Mahindra Mojo

Mahindra 2 Wheelers have finally launched their much-awaited motorcycle, the Mojo, for an introductory price of Rs 1.58 lakh (ex-Delhi). This comes as good news for potential buyers looking to buy something in this price range. The Mojo is aimed at the touring segment as it comes with an array of features that a typical touring motorcycle has, especially a 21-litre fuel-tank, which, apparently, is the biggest tank on any bike available in this price bracket.

Many people would compare this new Mahindra machine with the KTMs and the Honda CBR; however, given its touring nature it is an ideal comparison for Royal Enfield's line-up, excluding the Continental GT.



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Brijmohan Lall Munjal of Hero Group Is No More

Visionary and leader extraordinaire passes away at the age of 92

IT IS WITH GREAT SADNESS THAT

we write about the demise of an extraordinary leader, Dr Brijmohan Lall Munjal of Hero Group, who left for the heavenly abode recently at the age of 92. A first-generation entrepreneur, Brijmohan Lall had a very humble beginning in 1956 when he started Hero Cycles. After leading Hero Cycles and constantly striving for perfection, he successfully drove the company to become the world's largest bicycle maker in 1986. However, while he was commanding Hero Cycles, in 1984 he got into the motorcycle manufacturing business and started Hero Honda. The motorcycle manufacturing unit was an instant success in India. Hero Honda became a synonym for affordable, economical and quality motorcycles.

In 2006, Hero Honda also featured in Forbes Magazine's '200 Most Respected Companies' in the world list at number 108. In 2011, Hero Honda officially became Hero MotoCorp and since then the company has managed to remain the world's largest motorcycle manufacturer. Not only

that, Hero MotoCorp has also grown exponentially. They are now present in several continents and have plans to be present in almost every market in the world. Towards the last years of his life, Brijmohan Lall served as the Chairman Emeritus of Hero MotoCorp.

Hero Cycles and Hero MotoCorp are the big success stories that were started by Brijmohan Lall; however, the visionary that he was, he diversified his business entering various fields such as auto ancillary, financial services, renewable energy, education and electronics.

Under his leadership, the Hero Group scaled new heights and accomplished feats, some of which are still hard to beat. A passionate businessman, Brijmohan Lall was also a great person. He always considered his colleagues, dealers and vendors as part of his family and his way of showing his support for them clearly portrayed his humble nature. A philanthropist, Brijmohan Lall Munjal will always be remembered as one of the greatest industrialists India has ever seen.

On his demise, his contemporary, Rahul Bajaj, Chairman of Bajaj Auto Limited, said, 'He knew all his employees, dealers and vendors. No chairman has known people like that. I am told that dealers and vendors swore by him. When he was younger, he would make it a point to attend weddings and other family events of dealers and vendors. Imagine the kind of motivation it would provide, something that any amount of money can't give.'

TVS Motor Chairman Venu Srinivasan also paid homage to the late Brijmohan Lall Munjal by saying, 'Brijmohan Lallji was a role model for me, someone I admired and had great affection for. He was one of the pioneers of industry in post-Independence India. He achieved greatness in his lifetime but did so without losing his humility, simplicity and ethics. He was always easy to talk to, easy to approach. He never said a bad word for anybody – colleague and competitor alike. He proved that a great achiever can also be a good human being.'



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Different Bikes, Different Brushes

Being relatively new to the idea of different bikes for different purposes, we Indians often tend to look for the same things in different motorcycles. Aninda Sardar takes a closer look

RECENTLY, I WAS AT THE MEDIA ride of the Mahindra Mojo when, after a full day of riding from Bengaluru to Madikeri, nearly 350 km away in the heart of the Kodagu (erstwhile Coorg) district of Karnataka, I overheard a couple of journalists discuss how the Mojo was completely outclassed by the KTM 390 Duke. For roughly the same amount of money there's so much more power to be had, handling is so much more sublime. That little bit of conversation snatched from the other table by my eavesdropping ear set me thinking. Are we Indians prone to painting different bikes with the same brush? Are we prone to the malaise of expecting all motorcycles to behave exactly in the same manner? Perhaps, we do, and therein lies our immaturity in setting expectations of the motorcycle we intend to ride, buy or own.

You see, in principle, I agree with my fellow journalists who were arguing the merits of the KTM 390 Duke against the Mahindra Mojo's shortcomings. Yes, the 390 Duke does make more power and it'll leave the Mojo chewing dust when it comes to handling. Then what am I arguing about? Well, the question I'm asking is this: is the Mahindra Mojo supposed to be doing exactly what the KTM 390 Duke

does or is it a wholly different bike built for an entirely different purpose?

To my mind, the latter part of my question holds true. I mean, look at that raked out front fork and that huge wheelbase. From the geometry alone it's quite clear that the Mahindra Mojo and the KTM 390 Duke are two entirely different machines offering two very divergent experiences. While the latter is supposed to offer the rider the thrills of two-wheeled street fighting (without any negative connotations, mind), the former is designed for dispensing long-distance touring duties.

The moot point that can be distilled from all this is that we're sure to be disappointed if we end up buying the wrong bike with the wrong expectations. For instance, if you're interested in classic biking in its purest form, then, perhaps,

We're sure to be disappointed if we end up buying the wrong bike with the wrong expectations

you're actually better off with something like the Royal Enfield Continental GT instead of anything else. Nothing else will take you back to the era of classic bikes as that one does, vibrations included. If, on the other hand, you're looking for a classic-looking bike but one that has all the advantages of a modern bike, the Triumph Bonneville or the Ducati Scrambler needs to be on your wish-list.

If you're looking for a bike to take to track-days, then you should put your money down on a KTM RC 390 or, at the high end of the premium spectrum, on something like the CBR 1000RR. If instead you're looking for something that you can tour on and then thrash around the track as well, then the CBR 650F is the one you need to buy.

Then, of course, there are naked bikes, adventure bikes, supermotors, hypermotards and so on. The moral of the story? Motorcycle purchasing has to be done in steps. Step 1: Be sure of what you want your bike to do. Step 2: Do your research and find out which bikes will do what you want them to do. Step 3: From your short-list buy the one that best suits you. Matching the bike to the purpose, therefore, is the key.

Happy riding!



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→ **Frank Willboughby (Bill) Cotton** of Gloucester, England, had competed in several trials and hill-climbs in 1912 and 1913. He had realised from experience that the bicycle-derived diamond frame found on the motorcycles in those days was inadequate to handle the load of an engine mounted on it. To solve this problem, Cotton designed a triangular frame and it turned out to be a significant improvement over the diamond shape.

→ **Emboldened by the success of his** idea, Cotton got his frame patented in 1914. At the time, he was a student motor engineer at the Butterfield factory in Birmingham that manufactured Levis motorcycles. He convinced his employers to produce a couple of prototype motorcycles with his frame for testing purposes.

→ **The motorcycles were thoroughly** tested during the years of the First World War and by 1918, the final production design was ready. Bill established his own motorcycle brand, called Cotton Motorcycle Company, in 1918. The company was based in his home town in Gloucestershire.

→ **The company launched its first** motorcycle in 1920, one powered by a Villiers engine but the frame and other components were manufactured in-house. Cotton subsequently sourced engines from multiple providers like Blackburne, J A P, British-Anzani, Minarelli, Rudge Python and, of course, Villiers, but the frame manufacturing and assembly of the bikes was done by them.

▶ 1935 Cotton 350cc racer




→ **In 1922, Cotton made its racing** début with Stanley Woods in the 350-cc Junior T.T. Woods finished the race in a respectable fifth position and the following year he won the race for Cotton. The company bagged many more TT victories in the 1920s and it gave them a good name in the market, which translated into robust sales and a new factory.

→ **Cotton motorcycles were successful** in competition in the 1930s as well but the economic conditions of the time hit the company hard. Their product range had shrunk considerably and the company went bankrupt by the end of the decade. Cotton was still in existence as a supplier of motorcycles to the army during the Second World War and a refurbisher and reseller of old Cotton bikes after the War.

▶ Cotton Continental



→ **In 1953, two British friends, Pat Onions** and Monty Denley, bought the struggling brand from Bill Cotton. The company was renamed as E Cotton Ltd. The first motorcycle of the reincarnated company was a Villiers-powered Vulcan with the triangular frame but they soon discarded it for a modern frame with swing-arm. New motorcycles were added to the line-up in the 1950s and several competition bikes were launched in the following decade.

→ **However, the company was hit hard** yet again after Villiers ceased the supply of engines in 1968. With its main supplier gone, Cotton was forced to look elsewhere to ensure its survival. Monty Denley's demise in 1970 was the second blow following which it moved to multiple premises in Gloucestershire. In 1976, British businessman Terry Wilson bought the company and tried to revive it by securing a military contract. The move didn't work and the company closed down and was sold to Armstrong Industries in 1980. Wilson tried to revive the Cotton name once again in the 1990s under a different company with a modern motorcycle featuring a monocoque frame and a 125-cc Rotax engine but the project never went past the prototype phase, marking the end of Cotton Motorcycles. 

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Figoriding Gloves

The Figo gloves are made from high-tensile aramide fibres such as Kevlar, originally developed for motorcycle racing gear. These gloves are abrasion-proof, tear-resistant, temperature-resistant and have sufficient armour for protection in case of a mishap. The gloves are comfortable to wear and the red and black colour give it a stylish appeal. The Figo gloves are available at <http://bit.ly/1Q4Zdbv>.



PRICE: Rs 1,849/-

Steelbird Bang

Steelbird has recently launched a new helmet range, called 'Bang'. The Bang helmet sports a hard outer shell and soft inner padding, meeting ISI specifications. An added feature is the double visor which can be used during the day as well as at night. The Bang is stylish and is available in an array of metallic and matte colours which include red, fluorescent green, white and black. To know more about the Steelbird Bang helmet, visit www.steelbird.com.



PRICE: Rs 145/-

Motomax Insta Shine and Shiner

Motomax, known for its auto care range of products, recently launched the new Motomax Insta Shine and Shiner, by Pidilite Industries. The Motomax Shiner comes in the form of a spray which can be applied on any surface, be it plastic, metal, rubber, vinyl, wood or leather, with the help of the Motomax Insta Shine sponge. Once the Shiner is evenly applied on the surface, it brings out its true colour, making it look as good as new. Priced at Rs 145 for the 100-ml spray and sponge, the Motomax Shine and Shiner is a handy motorcycle cleaning product. Further details may be obtained from the manufacturer's website (www.motomax.in).



PRICE: Rs 3,195/- onwards

Wrangler Moto Jacket

Wrangler, known for its outdoor denims, has recently come out with an all-weather Moto Jacket, specifically made for your daily commute. This jacket has been designed in such a way that it can be used every day regardless of the weather. The Moto Jacket comes with a host of innovative and customer-friendly features such as water repellent fabric, water-proof zipper, underarm ventilation, multimedia pockets, reflective tape and a hood to cover the helmet — all of which make the jacket amenable to everyday use. For more information log on to the company's website (www.wrangler.in).

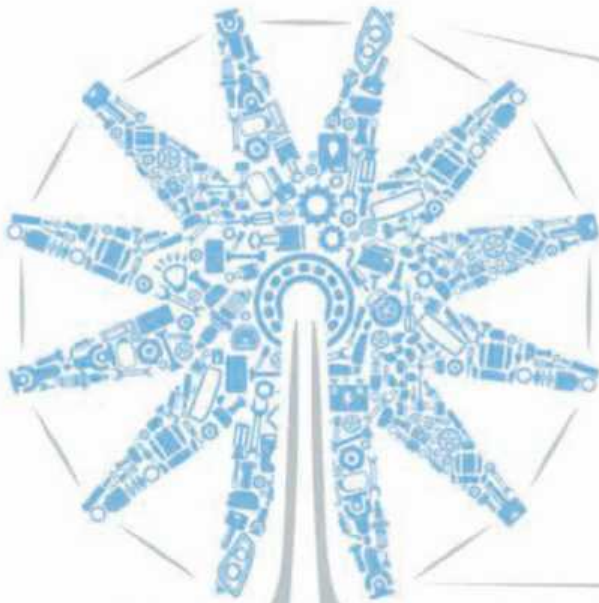


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1



2



3



4



5



Motorcycling today has moved beyond mere commuting; rather it is now being seen as a weekend indulgence for the new-age affluent Indians. And when it comes to indulging in a premium motorcycling experience, it somehow remains incomplete without a proper riding gear. For more details on Triumph's accessories click on

www.triumphmotorcycles.in

1 Navigator Jacket

This is a highly functional adventure-tour jacket that uses the latest in water and dirt repellent fabric technology. The Navigator or Expedition jacket is designed to deliver a range of performance features, such as abrasion-resistance, stain-resistance, quick drying and water-resistance.

2 Leather Jackets

The Raven leather jacket is a vintage-looking classic jacket that borrows inspiration from caf racers. The leather jacket is put through various tests such as rub-resistance, tear strength, colour fastness to light, and water spotting, making sure the customer gets a good quality product. The leather jacket defines a style statement both on and off the bike.

3 T-shirts

The casual wear T-shirts offered by Triumph are made of 100 per cent cotton. The trendy design gives Triumph enthusiast a chance to show off their love for the brand. The T-shirts are available in multiple patterns and sizes ranging from S to XXXL for both men and women.

4 Gloves

Triumph Storm gloves are durable, functional and stylish. These gloves come with an abrasion-resistant outer fabric and hard moulded knuckles. These gloves are also waterproof, wind-proof and sport a breathable z-liner. They are available in sizes S, M, L, XL, XXL and XXXL.

5 Boots

Triumph boots offer protection against environmental conditions without reducing the rider's ability to retain full control of the motorcycle. These boots are CE certified, and pass through rigorous testing. The Triumph boots are available in sizes ranging from 40 to 47.

6 Canvas Leather Weekend Holdall

The Canvas Leather Weekend Holdall is made of vintage looking oiled Hunter leather. With its sophisticated classy looks and convenient compartments, it is bound to attract attention. Time to travel in style!

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CROSS-DRILLED DISCS

Large brake rotors with holes drilled through the braking surface in patterns to assist with cooling. Earlier, motorcycles had solid steel discs, but with improved acceleration and higher top speeds over the years, the need for enhanced braking components was felt. Almost every motorcycle these days uses drilled discs.



FLOATING DISC

A brake set-up wherein the brake disc is mounted using rivets on a carrier which, in turn, is mounted on the hub. The carrier enables the brake disc to move parallel to the axis of rotation. The pistons on either side grip the brake disc so pressure is applied to both sides of the disc. Bikes such as the Benelli TnT use floating discs up front.



FLOATING CALLIPER

A brake calliper set-up that moves with respect to the brake rotor or disc, parallel to the axis of rotation to the disc. A piston on one side of the disc pushes the inner brake-pad until it makes contact with the surface of the disc, then pulls the calliper body with the outer brake-pad so pressure is applied to both sides of the disc.



CARBON DISCS

Part of Grand Prix racing bikes, but not seen on mainstream road-legal motorcycles, carbon brake rotors are extremely lightweight and are far less prone to fade under heavy braking. However, they only function at extremely high operating temperatures and thus are not suitable for street use.





MOTORCYCLE STABILITY CONTROL (MSC)

→ Motorcycle Stability Control (MSC) is a new safety system for motorcycles which improves safety in all riding situations, including braking, accelerating, riding straight and in curves, without reducing the riding pleasure. The system constantly measures all key motorcycle data: wheel speed, lean angle, pitch angle, acceleration, braking pressure and many more. This data allows the system to recognise critical situations and intervene, thereby preventing the wheels from locking up when braking, mitigating the rear wheel from lifting up as well as making sure that the front wheel stays on the ground. The basis of MSC is the ABS-enhanced hydraulic unit for motorcycles paired with an



extensive array of sensors and software, which enable additional safety functions such as:

- Reduced motorcycle tendency to return to an upright position when

braking heavily in curves

- Reduced risk of accidents where the motorcycle capsizes during cornering and the wheels slide out towards the outside of the bend

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BRAKE FLUID

A hydraulic fluid which transmits force to various parts of the braking system once the brake pedal is pressed. It works on Pascal's law: 'A force applied at one point of an enclosed fluid is transmitted undiminished to all points in the fluid'. Brake fluid is highly non-compressible with an extremely high boiling point.



BRAKE PADS

Brake pads are made from high-friction material, such as asbestos, designed to grip in pairs on each side of the brake rotor when brake pressure is applied. There are two brake pads on each calliper. The pads are mounted in the calliper, one on each side of the rotor. They are constructed from a metal shoe with the lining riveted or bonded to it.



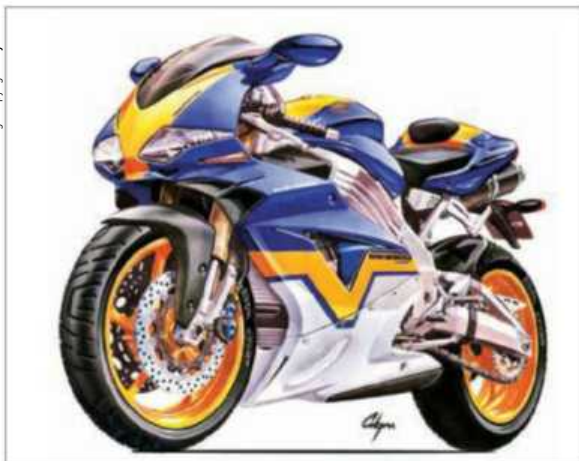
Victory at Home

‘At some point, Indian will have to confront the issue of where it goes once it’s out-played its nostalgia card, but for the moment, it’s happy to take its slice of Harley’s pie. The big question remains, whither Victory?’

Design guru **Glynn Kerr** ponders the question

A COUPLE OF YEARS AGO, I wrote a column hailing the resurgence of Indian under its then relatively new patron, Polaris, and concluded with the question, “Whither Victory?”. My spell-check software, being no doubt created by a 20-year-old geek with skills more inclined towards code-writing than literacy, decided to amend that to “Wither Victory”, which sounded as though I was casting a curse upon the company rather than pondering its future. But then English probably wasn’t his first language in any case.

Image Copyright: Glynn Kerr



Rumours of a Victory sports bike were already circulating in 1998

Original V92C suffered from clumsy styling

Project 156 may set a precedent towards more ‘metric’-style sports models to come

Victory Empulse TT — lightly updated from the earlier Brammo version; also has a distinctly sporting slant

Image Copyright: Victory



Having successfully resurrected the only brand-name with the heritage to legitimately threaten Harley-Davidson, the great Polaris corporation now seems to have an overlap in its product line. Victory, the company it founded in 1997 to steal market share from the exact same rival, has always struggled to find its own identity. The first complete motorcycle rolled off the production line on the 4th of July (of course) in 1998, since when it’s been flogging its American credentials with all its might as a trump card against imported rivals.

Victory’s first model, the V92C, may indeed have out-performed and out-handled the big Harleys — hardly a challenging brief in 1998. But its clumsy aesthetic execution, both of the bodywork and mechanical parts, lacked any of the

Image Copyright: Victory



Image Copyright: Victory



poise, balance or attitude of the Motor Company's own house style, and showed that Victory's management hadn't quite grasped the main reason customers buy cruisers — to look cool.

Things improved greatly with the introduction of in-house designer Michael Song, and consultation with legendary customiser Arlen Ness, who has also produced a series of limited-edition Signature models. But while the styling improved all round, the corporate identity still lacked the conviction needed to develop a loyal brand following. On one side, it wanted to be exactly like Harley-Davidson, while, on the other, it was simultaneously trying to differentiate against it. Schizophrenia in product planning generates a mixed message — just ask Moto Guzzi. Add a full-dress tourer that Flash Gordon would have been proud to ride, throw some entirely irrelevant Las Vegas gambling nomenclature into the mix (the bikes are built in Iowa), and you have created a seriously confused image.

The takeover of Indian resolved all those issues, decades of brand-abuse under exploitative fly-by-night ownership notwithstanding. Polaris went in with serious investment and dedicated R&D personnel, the results of which must have caused some loss of sleep in Milwaukee. At some point, Indian will have to confront the issue of where it goes once it's outplayed its nostalgia card, but for the moment, it's happy to take its slice of Harley's pie. The big question remains, whither Victory?

Back in August 1998, only a few months into Victory's existence, a reporter from the British weekly, *Motor Cycle*

News, called me to commission an 'artist's impression' from information that seemed hard to believe. Diverging from their cruiser range, rumour had it that the Polaris group would expand the Victory label with a four-cylinder transverse engine in an aluminium beam frame to create America's first true supersports bike. Much like a lawyer, who gets paid whether his client wins or loses, it wasn't my job to question the evidence. I just had to come up with a sketch of the culprit to help support the prosecution. By the same token, the journalist was never one to let the facts spoil a good story.

In retrospect, the rapidly-produced end result resembled something between a Ducati 916 (the replacement for which I was busily working on at the time) and a generic Japanese supersport bike (one of which I was probably working on, too). Add a bit of carbon-fibre, which the journalists wrongly reckoned I created by blowing an airbrush through a tea-bag, and my task was complete.

While, as I surmised at the time, the story was complete baloney, it none the less raised the question of how Victory planned to elevate itself above being yet another Harley-Davidson wannabe — albeit a *bone-fide* American one. Seventeen years on, while the story may have proved to be unfounded, the gist might actually turn out to be more prophetic. Victory seem to be taking a dramatic turn towards sports bikes.

Two recent developments have probably caught your eye, even if their combined aim was less apparent. First, the electric motorcycle manufacturer Brammo has been bought by Polaris, ►



Empulse-based racers scored third and fourth places in the 2015 Isle of Man TT

Victory races drag-bikes too. Here's Matt Smith with the Pro Stock 'Gunner', on which he ran the quarter-mile at 6.910 seconds with a terminal speed of 192.49 seconds



By the mid-2000s, Victory had put more emphasis on styling

Arlen's son, Zach Ness, has also produced a series of Victory customs, here a modified Kingpin




and the Empulse model is now sold, with minimal updates, under the Victory label. Creating an additional brand for these very individual bikes would have been logical, or even just continuing with the known Brammo badge under new ownership. But the refreshing energy this direction gives to the Victory name was clearly seen as taking the company in the desired direction — which gives an insight into the thinking of the Victory/Polaris management. The fact that Harley-Davidson have opened a few eyes with their Live Wire project was no doubt a consideration too, so the Empulse nicely leapfrogs H-D with a production electric sports bike you can buy today. The Empulse is arguably the best-looking naked electric bike on the market, albeit with some technical-looking but entirely cosmetic decoration either side of the frame. The third-placed Isle of Man electric superbike raises the whole game to another level.

But I would point to the Project 156 Pike's Peak racer as a more accurate indicator of where the company is headed overall. I'm sure that Victory would love to tap into Roland Sands' influence on the highly successful BMW R nineT, and his involvement with Project 156 may result in a naked-muscle competitor of some sort. But it's unlikely to stop there. A lot of R&D investment went into that engine, and it's not destined for

your typical cruiser. Yes, it's a V-twin, but then Ducati and Aprilia have made some pretty dramatic sports bikes — and successful race bikes — using that same layout. The V-twin might remain the essential link to the American motorcycle, at least for a while, which would give it acceptance in the market, both at home and abroad. Just as the V-1000 race bike led to the V-Rod and a new generation of water-cooled Harleys, expect to see a whole range of sports bikes coming from whatever production form Project 156 takes.

Polaris are clearly pursuing a very aggressive expansion policy in new segments. Sales are down in their traditional four-wheel ATV/UTV markets, so they no doubt hope products like Indian motorcycles and the three-wheel Slingshot can help recover overall profits. Realigning Victory in a more sporting/performance-orientated direction makes a lot of sense. It may not be the four-cylinder beast the British journalist predicted, but he may have been more of a visionary than it initially appeared.

Of course, the US already had a V-twin sports bike 20 years ago, that was being developed in the right direction when its parent company pulled the plug. Given Polaris' energy and determination, Victory could end up showing Harley-Davidson just what Buell should have been. 

Victory seem to be taking a dramatic turn towards sports bikes

Image Copyright: Lotus



The latest Victory models emphasise both power and style

Victory Vision: Electra Glide meets Flash Gordon

Matt's wife, Angie, also races for Victory



Image Copyright: Herandersson

Image Copyright: Victory



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**We're
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TVS
Jupiter

Delivering “Zyada”

TUSHAR MISHRA, LUCKNOW



Having bought the TVS Jupiter a few months ago, I am happy to say that I am very pleased with its performance. This family workhorse delivers a commendable fuel efficiency of 45 km to a litre, which is something I expected of a 110-cc scooter. I am also very pleased with its braking and handling abilities. In terms of storage, too, the TVS Jupiter offers a decent amount of under-seat space. A larger fuel-tank would have been highly appreciated, though. The friendly chaps at TVS have done a great job of keeping my TVS Jupiter in excellent condition with their proficient service.

RAMESH KAMBLE, MUMBAI

It is for the past two months that I have been riding the TVS Jupiter. Its large legroom is a real boon when I have to stow my bag during my commutes to and from work. Similarly, the suspension offers a comfortable ride on bumpy roads. In terms of storage space, the TVS Jupiter does not fail to impress. The upright riding posture results in easy handling and stress-free riding experience. What I find quite useful is mobile charging on the go. The TVS Jupiter has ticked all the right boxes and there is nothing for me to complain about. It has been an amazing ride on the Jupiter.



ZYADA STYLE**ALLOY WHEELS WITH TUBELESS TYRES****ZYADA CONVENIENCE****EXTERNAL FUEL FILLING****ZYADA COMFORT****LARGEST FRONT LEG SPACE****ZYADA SAFETY****BRIGHTEST HEADLAMP**

TVS launched the Jupiter in late 2013. Even after two years and six lakh customers, the TVS Jupiter continues to delight the market

**LESLIE PINTO, BENGALURU**

I needed a sturdy and reliable scooter with enough power to ride with a pillion. Having ridden the Jupiter for 3,000 km over a year, I find that it ticks all the right boxes. I also love its fabulous suspension and 12-inch tyres that soak up the bumps and undulations of the famous Bengaluru roads with ease. The external fuel-filler, a comfortable seat, great under-seat storage along with very good fuel efficiency make the Jupiter my favourite scooter. The scooter's clear instrumentation, brilliant light, first-in-class pass switch and fabulous seating ergonomics make riding it very pleasurable. After-sales service, frequently overlooked by most other manufacturers, has been provided by Arunagiri Motors and it is excellent.

PANDURANG PATIL, PUNE

I and my wife have been riding the TVS Jupiter for the past year and I must say that it is a complete all-rounder. I use it for running errands during my business hours and the missus rides it in the evenings for her shopping excursions. The Jupiter delivers on all fronts: comfort, fuel efficiency and also the host of features it offers. In particular, I and my wife find the EZ centre-stand highly useful and placing the scooter on it is very easy. In my work hours I am required to travel to the outskirts of the city and most of the roads are unpaved and rocky. The Jupiter manoeuvres these with ease and makes for a comfortable ride. I would definitely recommend the TVS Jupiter to any urban commuter.



SINGLE & READY TO MINGLE

The Benelli TnT 25 is the Italian brand's only single-cylinder motorcycle and is due for launch here soon. We swing a leg over this new bike and tell you if it's a ready partner to your motorcycling needs

STORY: **ANINDA SARDAR**
PHOTOGRAPHY: **SANJAY RAIKAR**







B

EING THE latest and probably one of the lesser known bike brands in the country, Benelli have had their task cut out since the day they launched the brand in India. After all, it isn't easy to create a

space for yourself in a part of the market that is already brimming with competitors. Kudos to Benelli, however, for working hard on the brand-building aspect which has so far been fairly successful. Furthermore, a major brand-building exercise usually also requires a diversified product portfolio, which again Benelli have. From a 300-cc option to a mental 1,130-cc motorcycle, the brand has been catering to a wide clientele. Now the TnT 25, Benelli's first 250-cc single-cylinder motorcycle, is all set to give a fillip to the company's Indian operations. Or so the company hopes. Here's what we made of it.

Visually, the TnT 25 can barely be

distinguished from its slightly larger sibling, the TnT 300. Seen head on, in fact, you'd be forgiven for thinking you're looking at another 300. The obvious difference between the two bikes is the colour scheme (as you may see in the images here), especially the decals that add a bit of raciness to the overall stance of the bike. Once you move to the right side of the bike, you will also notice a matte black upswept end-can in place of the shiny silver underbelly unit of the TnT 300. Get into the saddle, and you'll also realise that the riding position and the ergonomics are very familiar. All in all, everything that was right with the TnT 300 has been retained in the TnT 25.

The biggest difference between these two bikes, however, hides inside the frame of this bike — yes, the reference is to the engine. Presenting the all-new 249-cc liquid-cooled single-cylinder engine with 28 PS of power and 21.6 Nm of peak twist force on tap. While the peak power arrives at 9,800 revs, the max torque is available at 8,000 RPM. The exhaust note is quite nice... definitely better than the raspy sounds

▶ The 280-mm dia single disc up front has bite but lacks feel

▼ The liquid-cooled 250 single has good grunt spread over a wide range for easy riding





from another set of 200-cc and 390-cc single-cylinder engines that we have become familiar with.

On the go, the new engine proves itself a strong performer. Power delivery is linear, though not exciting, and there is good grunt throughout the rev range. Although you can get up to fairly high speeds on this bike (we saw just over 130 km/h on the digital speedometer), the TnT 25's comfort zone is between 100 and 120 km/h. Things stay most relaxed in this range. Twist the throttle hard, and you'll get some brisk acceleration but it doesn't come to you

in a frenetic manner. If you ride with a sane throttle hand, we expect a near 400-km range as well from its 17-litre petrol-tank.

Where the TnT 25 really excels is in the ride quality department. Although the suspension set-up is slightly firmer than the TnT 300's, the ride quality is still plush enough for Indian road riding purposes. It doesn't exactly glide over potholes and ruts and bumps but it isolates them well enough to keep things comfortable. The TnT 25 is also a lot more agile than its bigger sibling when it comes to handling. It can be flicked

▶ The TnT 25 is very stable in a straight line; there is no head shake even when you let go of the handlebars

▶ There's very good grip from the 150/60 Metzeler rubber

▶ Instrument cluster will be very familiar to TnT 300 owners



Yes, Benelli have got a good product that should do well with the brand's growing fan base



GEARCHECK

Rider: Aninda Sardar
Helmet: Shiro R-15
Jacket: Rev'it GT Air
Gloves: Figo
Boots: XPD

ROAD TEST

Benelli TnT 25



easily into turns and it still holds its line really well. It isn't as instinctive as the KTMs when it comes to handling but is certainly capable of holding its own and inspiring confidence in the rider. Braking duties are handled by a single 280-mm petal disc up front and a 240-mm disc at the rear. Look closely at the front wheel, and you'll see a mount for a second disc as well, but for now the bike gets just the one rotor at the front. Although the brakes have just about enough bite, they require a

hefty tug to get actuated. Besides, there's little feel of progression.

At the end of a full day's riding all the way to Lonavala and back to Pune, here's my take on the Benelli TnT 25. The bike's nature sits somewhere between the frenetic KTMs and the more relaxed TnT 300. In other words, it'll allow you to cover long distances without much discomfort when you want to and, at the same time, will put a smile on your face when you want to have some fun around a bit of smoothly tarmacked twisties. So, yes, Benelli have got a good product that should do well with the brand's growing fan base. On the critical issue of pricing, going by Benelli's strategy of competitive pricing, we'd expect a tag below Rs 2 lakh, ex-showroom, confirmation of which should have come by the time you read this review. At that price point the Benelli TnT 25 will be a purchase proposition that will be very hard to ignore for buyers in that segment. **REVIEW**

Bike Rating

Design & Style: ★★★★★
Powertrain: ★★★★★

Performance: ★★★★★
Fuel Efficiency: NA

Safety: ★★★★★
Ride Quality: ★★★★★

Handling: ★★★★★
Braking: ★★★★★

SPEC TALK

Benelli TnT 25
Rs 1.80 lakh (estimated)

OVERALL Star Rating ★★★★★ ROAD TEST #162

Height 1090mm
Saddle Height 780mm
Ground Clearance NA
Wheelbase 1385mm
Length 2080mm
Width 805mm Kerb Weight 159 kg
Battery 12V / 5.0 Ah, Digital speedometer, Analogue odometer

ENGINE

Type: Liquid-cooled, single
Displacement: 249 cc
Valvetrain: DOHC, four valves/cyl
Ignition: Digital
Starting: Electric
Bore x Stroke: 72 x 61.2 mm
Compression Ratio: 11.2:1
Fuel Supply: Fuel injection
Max Power: 28 PS @ 9,800 RPM
Max Torque: 21.6 Nm @ 8,000 RPM
Power-to-Weight: 176.10 PS/tonne

TRANSMISSION

Clutch: Wet, multiplate
Gears: Six-speed, constant mesh
Primary Drive: Gear
Final Drive: Chain
Gearshift Pattern: One down, five up

CHASSIS

Type: Trellis frame
Brakes (Front): 280-mm petal disc with four-piston calliper
Brakes (Rear): 240-mm petal disc
Tyre (Front): Metzeler 110/70 R17
Tyre (Rear): Metzeler 150/60 R17
Suspension (Front): Upside down
Suspension (Rear): Monoshock, preload adjust

FUEL EFFICIENCY

Overall *: NA
Highway: NA
City: NA
Fuel Tank Capacity: 17 litres
Range: NA
* is 75% city riding and 25% highway

ACCELERATION

Speed (km/h)	Time (s)
0-20	1.38
0-40	2.84
0-60	4.85
0-80	7.66
0-100	12.57

Standing Quarter Mile (0-400m)
18.54s @ 112.92 km/h

Roll-on	3rd	4th	5th
30-60 km/h	4.71	6.33	8.49

Top Speed: 119.09 km/h (achieved)

Speedometer error

True Speed	Indicated Speed
37.6 km/h	42 km/h
58.5 km/h	64 km/h
82.8 km/h	91 km/h
95.6 km/h	106 km/h
119.09 km/h	130 km/h

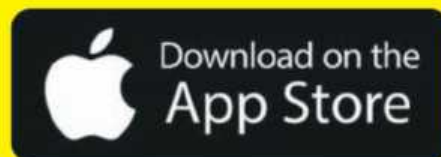
Braking

Speed	Distance to standstill (m)	Time to standstill (s)
60 km/h	20.13	2.44s
80 km/h	34.13	3.30s

Performance testing by Aninda Sardar



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BENELLI TNT 600



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BENELLI TNT 1130



DUCATI SCRAMBLER



DUCATI MONSTER 821



DUCATI PANIGALE 899



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KAWASAKI VERSYS 1000



MAHINDRA MOJO



MOTO GUZZI STELVIO



TRIUMPH TIGER 800 XR



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Bonnie on the Street

The entry-level Bonneville gets a new name, Street Twin, along with a new engine, frame and body work

WITH GROWING COMPETITION IN THE MODERN -classic segment, Triumph knew they had to come up with a drastically different Bonneville that would not only attract the old-timers but also entice many more. So, after five years of development, Triumph are now ready with this brand-new Bonneville, called the Street Twin. Part of the new Modern-Classic range, the Street Twin will be the epicentre of the entire range. And to ensure it stays true to the classic Bonnie character, the design now harks back to the original Bonnie of 1959. But with a brand-new engine and frame, Triumph have also ensured that the bike leaps into the modern era to give competition a tough time.

The engine retains that classic look, although the internals are all new. A bigger bore takes the displacement from 865 to 899 cubic centimetres and liquid-cooling has been introduced on the Bonnie range for the first time. But that's not all, the new eight-valve parallel twin produces more power and torque, though Triumph have only revealed the torque figure: 80 Nm at

3,200 revolutions per minute. This marks an increase of 18 per cent compared to the current Bonnie. Ride-by-wire throttle, ABS, traction control, LED rear light and a slip assist clutch are all standard on the Street Twin, making it stand right up there with the competition.

Triumph have also invested time and money in developing a brand-new frame which, the company claims, provides better handling and agility. Suspension is also all-new and is designed for greater comfort.

Truly stepping up their game Triumph are offering 150 dedicated accessories for the Street Twin along with three complete kits that can transform the bike completely.

Although Triumph have not yet revealed the price of the Street Twin, we expect it to be slightly higher than that of the current Bonnie. The launch date for India has not yet been decided but Triumph Motorcycles India will unveil the bike at the forthcoming Auto Expo, followed by a more casual showcasing at the India Bike Week. ►

Brand new frame and suspension took five years to perfect so it can deliver better handling along with utmost comfort



STORY: RAVI CHANDNANI PHOTOGRAPHY: TRIUMPH



Retro with a modern twist - the cast finish headlamp mount looks uber-cool and single-pod instrumentation adds a lot of flair

The Street Twin is easier to mount thanks to the narrow tank and seat profile and reduced seat height, which will be appreciated by shorter riders





T120 is Back with a Bang

The T120 name returns with a blend of classic styling and modern functionality

YES, THE T120 NAME IS BACK AFTER MORE THAN HALF a century, and this time it promises to take the game further up in its segment. The T120 will be available in two trims: a standard trim with retro design and a lot of chrome, and a completely blacked-out version, for a meaner look, called the T120 Black.

The T120 range is powered by the new 'High Torque' 1,199-cc liquid-cooled, eight-valve parallel-twin, which in essence is the same engine as on the Street Twin but with a larger bore size. It features a heavier crank and lower compression ratio and a firing order of 270° for smoother operation. Triumph underscore the high torque output of 105 Nm which is available from 3,100 RPM and is spread across the rev range. This signifies an increase of 54 per cent over the T100. Amazing, isn't it?

And just like the Street Twin, the T120 range also gets a new frame and suspension that were specifically designed and tuned for the range. At the

press unveiling in London, Triumph sought to draw attention to the comfort quotient of the T120 and said that the frame and suspension had been designed keeping comfort, agility and long-distance touring ability in mind.

Just like the Street Twin, Triumph are also offering a whole range of custom accessories for the T120 range as well. However, there is only a single custom kit on offer, which has styling cues reminiscent of the 1959 T120.


Apart from that classic look, the T120 has a lot in common with the Street Twin. Features like ABS, traction control, ride-by-wire throttle, slip-assist clutch and LED rear lights are similar to the Street Twin. However, to make it more distinctive, the T120 gets a retro peashooter exhaust, LED DRLs, two riding modes and a classic twin-pod instrument console. The T120 range will go on sale in Europe from March 2016 and we expect the company to launch it in India soon after that. ►



LED DRLs on a retro design are a great idea and they look killer when the sun goes down



Don't be fooled by what looks like a Carb as it is the throttle body designed to mimic the Amal carburettor found on the original T120



The most authentic looking Bonnie in the line retains twin-pod clocks albeit with a digital display

The T120 would not have been the most authentic looking Bonnie without the peashooter exhaust

Now, That's a Café Racer

Finally, a Thruxton that truly represents the era it was born in



Taking the Thruxton R to the next level are these awesome Track Racer and Café Racer Inspiration kits from Triumph



Fancy a true performance Café Racer? Then this Thruxton R could be your next bike. Exotic parts like Showa forks, Öhlins shocks, Vance&Hines exhaust and Brembo brakes make it a retro track tool



COMPLETING THE FIVE BIKE

line-up is the range-topping Thruxton. Available in two trims, Thruxton and Thruxton R, these are the top crop of classic performance. Designed to look the part and engineered to provide utmost handling, performance and braking, the Thruxton range uses a dedicated frame, suspension, engine and brakes.

The true essence of its roots can be seen in the revised styling and, honestly, it looks fabulous. Not only that, the 'High Torque' low-inertia parallel-twin motor, the same as on the T120, produces even more torque (112 Nm at 4,950 RPM) for better performance. A lighter crankshaft, higher compression ratio and a new

airbox were specifically designed and developed for the Thruxton range to give it that racy character. Along with this the Thruxton range also gets ride-by-wire throttle, better suspension, brakes and multi-riding modes.

The Thruxton R, on the other hand, takes the performance game to another level. The R is more focused with a racier stance and, thanks to Showa big-piston front USD forks and Ohlins twin rear shocks, it seems capable of handling those demanding track-days. Brakes are also uprated with twin-Brembo monobloc callipers, Brembo race master cylinder and floating rotors.

Standard kit on both the bikes includes ABS, traction control, multi-riding modes, slipper

clutch, LED DRLs and tail-lamp, USB charging socket, engine immobiliser and stylish twin-pod instrumentation. Want more from your Thruxton? Well, in that case opt for the custom Track Racer or Café Racer kit from Triumph, which gives you even more elaborate and exotic components.

Price-wise the Thruxton will demand a much higher premium over the current range-topping model, though there is still no confirmation about this. The Thruxton will roll into the dealerships in Europe after March 2016 and soon after that we will get the bikes in India as well. However, India will get to see the bikes at the Auto Expo followed by the India Bike Week. **ENJOY**

The new Thruxton looks and feels much slimmer than the earlier bike and Triumph say that special care was taken to ensure it transports one to the Café Racer era

Standard Thruxton doesn't get the Showa or Ohlins kit however, Triumph says that the standard suspension is quite capable



Designed for Easy Customisation

‘The legendary California-based customiser’s hand-built machine is the original Faster Son, as featured in Yamaha’s promo movies, and now he’s here in Italy stretching its legs during the launch of the XSR700 that begins this new family of bikes.’ Here is how our first ride in Sicily went off

STORY: **ROLAND BROWN** PHOTOGRAPHY: **ALESSIO BARBANTI, HENNY STERN & JONATHAN GODIN**





When we began the launch ride by negotiating a couple of villages, the XSR immediately impressed with a rider-friendliness that would make it as good an entry-level bike as the MT

T'S A SURREAL

experience to be carving down a twisty Sicilian coast road on a silver-tanked Yamaha twin, chasing an aluminium-faired special that is being ridden by its creator, one Shinya Kimura. The legendary California-based customiser's hand-built machine is the original Faster Son, as featured in Yamaha's promo movies, and now he's here in Italy stretching its legs during the launch of the XSR700 that begins this new family of bikes.

Beneath its new heritage-themed bodywork the XSR is essentially an MT-07, sharing its 689-cc parallel-twin engine and most of its steel-framed chassis. But Yamaha have brought both Kimura and leading German customiser Jens vom Brauck to Sardinia to highlight the fact that Faster Son doesn't just mean retro.

Along with the nod to heritage in the XSR's name and style — which are inspired by the XS-1 of 1969, Yamaha's first ever four-stroke roadster — the new entry-level twin has been designed for easy customisation. In that respect

it's even more of an obvious rival for Ducati's Scrambler, even if Yamaha's overall concept is more similar to the Bologna firm's SportClassic theme of a decade ago.

You can make your own mind up about the XSR's styling, and in particular the long headlight that seems to be dividing opinion on the internet. Personally, I like the blunt, slightly quirky look in either the raw aluminium or XS-1-inspired green-and-silver (and rumour has it that there's another equally heritage-themed paint scheme on the way).

What's for sure is that both headlight and tank are designed to facilitate customisation, the "tank" by being essentially two aluminium pieces that are screwed to the plastic fuel-holder, allowing easy replacement. The front mudguard is a two-piece construction with an aluminium bracket, for the same reason. The steel frame, which uses the engine as a stressed member, has a bolt-on rear sub-frame, like that of BMW's R nineT, so it can easily be removed. But it would be a shame to replace the stock seat, which is attractively styled in

two-tone leather.

At 815 millimetres the seat is 10 mm higher than the MT's, which will put short riders on tiptoe although the bike is so slim and light that few will find it unmanageable. The one-piece handlebar is several centimetres wider, higher and nearer the rider, giving a slightly more relaxed riding position that felt very natural when I climbed aboard and fired up the 270° crankshaft motor, which came to life with an exhaust note that is Euro 4-compliant but slightly richer and more appealing than the MT's bland sound.

Predictably, there was nothing remotely dull about the way the XSR responded when I let out the light-action clutch. Just like the MT-07, the bike leapt forward with the instant enthusiasm that makes the MT such fun. It combined impressive reserves of low-rev torque with plenty of smooth top-end power, complemented by sweet throttle response that helped make it very controllable.

When we began the launch ride by negotiating a couple of villages, the XSR immediately impressed with a rider-

▲ What a beauty, designed by Kimura of Japan and Jens vom Brauck of Germany and made by Yamaha

friendliness that would make it as good an entry-level bike as the MT. But, equally, it was happy to lift its front wheel when given a simple tweak of throttle, and once we got on to the generally well-surfaced road that curved along the coast, that broad torque spread meant it made quick progress with minimal need to use the smooth-shifting six-speed gearbox.

The XSR was happy to be ridden harder, too, encouraging plenty of revs by staying smooth all the way until the single round instrument unit's tachometer reached the 10,000-RPM max on the slightly hard-to-read dial around its outside. The Yam put 160 km/h on the clock pretty quickly, not far off its true top speed of about 200 km/h. It would happily cruise at a decent speed, too, though a brief rain shower emphasised that its bolt-upright rider gets hung out in the elements.

The slightly higher seat, combined with unchanged footrest position, meant that I didn't feel remotely cramped in normal riding, despite being tall. The bars' width and position meant they got tangled with my knees when making the most of the generous steering lock to do U-turns in the road, but the Yam is

so light and agile that it was very easy to manoeuvre.

It handled very well, too; predictably so, given its similarity to the light and sweet-steering MT-07. The XSR's metal parts mean it weighs four kilograms more than the MT, but the total is still just 186 kg with a full tank, so it matches the Ducati Scrambler almost exactly for weight as well as maximum power.

Like the MT its suspension is competent but slightly soft and short on damping at the rear, in particular, especially for bigger riders. At the first opportunity I wound on a bit more shock preload (the only adjustment possible) using the C-spanner under the seat, which sharpened the steering slightly and reduced the rear end's tendency to squat under acceleration, without noticeably diminishing the excellent ride quality that contributed to the Yam being impressively comfortable.

In an ideal world, slightly firmer and preferably adjustable suspension would be great. (Jens vom Brauck's superbly taut Öhlins-shocked special showed just how well an XSR can be made to handle with minimal modifications.) But the XSR, like the MT, is likely to prove ►

► Easy to replace fuel tank to facilitate customisation, not every manufacturer thinks like this

► Easily replaceable seat although the stock two-tone leather seat looks pretty great

► Full marks to Yamaha for designing this simple yet cool-looking instrument console



SPEC TALK	
Yamaha XSR700	
ENGINE	Configuration: Liquid-cooled parallel twin
	Valve-train: DOHC, eight valves
CHASSIS	Displacement: 689 cc
	Bore x Stroke: 80 x 68.6 mm
	Compression ratio: 11.5:1
	Fuelling: Digital fuel injection
	Maximum Power: 75 PS at 9,000 RPM
	Maximum Torque: 68 Nm at 6,500 RPM
	Clutch: Wet multi-plate
	Transmission: Six-speed
	Front Suspension: 41-mm telescopic, 130-mm travel
	Rear suspension: Single shock, 130-mm wheel travel, adjustment for preload
	Front brake: Two, four-piston callipers, 282-mm petal discs with ABS
	Rear brake: Single-piston calliper, 245-mm petal disc with ABS
	Front wheel: 17" alloys
	Rear wheel: 17" alloys
	Front tyre: 120/70 x 17"
	Pirelli Phantom Sportscomp
	Rear tyre: 180/60 x 17"
	Pirelli Phantom Sportscomp
	Rake/trail: 24° 50/90 mm
	Wheelbase: 1,405 mm
	Seat height: 815 mm
	Tank capacity: 14 litres
	Weight: 186 kg (wet)



FIRST RIDE

Yamaha XSR700

fine for most owners just as it is. Its footrests grounded occasionally under hard cornering, but there was plenty of clearance to make the most of Pirelli's Phantom Sportscomp tyres, which showed they offered grip as well as their nostalgically period tread pattern, even on damp roads in the Sardinian hills.

The XSR also braked impressively hard and controllably (notably more so than the MT on its launch a year ago), suggesting Yamaha have got the combination of 282-mm wavy front discs, four-pot callipers and their pads spot-on this time round. This bike comes with ABS as standard and the system was very impressive — and occasionally useful, too, given the dog and numerous sheep that appeared at various times on the otherwise wonderfully empty Sardinian roads.

This bike should also match the MT-07 by proving respectably practical. It has the same 14-litre fuel capacity, not particularly generous but good for a realistic range of about 210 km at the launch average of 5.5 l/100 km. (Some riders will manage 4.7 l/100 km or better, and well over 250 km.) Mirrors were sufficiently large and clear to be useful. The speedo's digital display

shows gear position and fuel consumption as well as incorporating a fuel-gauge, though the display can't be toggled from the slightly small and basic switchgear.

Still, what do you expect of a bike which, although costing about 10 per cent more than the ABS-equipped MT-07, is still very competitively priced, comfortably under-cutting the cheapest Scrambler variant? Its price should leave potential for accessories, of which Yamaha have created more than 40, from hand-guards and fly-screen to leather pannier bags and a high-level Akrapovic pipe. Numerous custom firms (including Vom Brauck's JvB-moto) are creating more of their own.

That price differential with the MT-07 would, of course, also allow some extras for that bike, so potential buyers will have to judge whether the premium is worthwhile for the XSR's look, retro image or additional potential for customisation. Plenty are likely to decide that it is. Whether they want to tap into the Yamaha heritage, are inspired by Kimura, Vom Brauck and Co, or just want a cool, simple, quick and sweet handling bike at a good price, they won't go far wrong with the XSR700. **REVIEW**



▶ Retro looking XSR uses a modern day 689 cc parallel-twin from the MT-07

▶ Four-pot callipers, wavy-rotor and ABS, a brilliant and sorted combo



THE XS-1: YAMAHA'S FIRST FOUR-STROKE



➔ THE INSPIRATION FOR THIS FIRST in the Faster Sons family is totally appropriate. The XSR700 is the latest in a line of parallel twins that began in 1969 with Yamaha's first-ever four-stroke, the 654-cc XS-1.

Although the XS-1 was technically

unremarkable, it was a landmark machine. It was the bike that — along with its successors, the XS-2 and XS650 models through the 1970s — did much to establish Yamaha as a major manufacturer. And its success confirmed that the last arena of British motorcycle

dominance was over.

The Yamaha followed BSA's 650 Lightning in its 360-degree crankshaft layout, and even its bore and stroke dimensions. But it differed in using horizontally split crankcases — less prone to leaking — and SOHC valve operation instead of pushrods. Peak output of 53 PS was competitive with the British opposition.

Straight-line performance was very respectable, despite some typical parallel-twin vibration, with decent acceleration to a top speed of just over 160 km/h. A weak frame and under-damped suspension meant the XS-1 couldn't match its British rivals for handling but its reliability and competitive price helped make it a hit, especially in the US.

Later models' chassis performance was improved following input from former Triumph test-rider and racer, Percy Tait. In the States the XS was used as the basis for a successful flat-track racer, most notably helping a young Kenny Roberts to become Grand National champion in 1973 and '74.



Bech de



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▲
Vintage: Megadeth roll back the years with a stunning performance

Metal Meets Metal

The sixth edition of the celebrated music-meets-motorcycle event, Harley Rock Riders, took place in Mumbai recently, and *Bike India* was at hand to witness the motorcycles, metal and mayhem first-hand. Here's how it went down

STORY: **HARKET SUCHDE** PHOTOGRAPHY: **HARLEY-DAVIDSON**

▼
Who dares wins: the participants of the Custom Champions





▲
Demonic Resurrection
signed off with this
heavy metal selfie



▼
The monarchs of
reggae: The Wailers get
the crowd moving



THE deafening revs of large-capacity V-twins, the thump of the double-bass, the excited murmur of gearheads and metalheads alike, and recurring chants of me-ga-deth, me-ga-deth, me-ga-deth. These were the sounds greeting me as I walked into the repurposed Richardson and Cruddas metal foundry (oh, the irony, literally) in Byculla.

A teeming mass of black, either wearing metal-tees ranging all the way from Breaking Benjamin to Cannibal Corpse and everything in between, including a large swathe of Metallica ones in a move that would have been seen as rank heresy but a few years back, or sporting the leathers and badges of the quintessential HOG rider spilled in to a count of 10,000 strong as this festival of motorcycling and music was kicked off, all against the backdrop of that iconic Bar & Shield emblem.



All of this was forgotten once the bands started weaving maniacal metal magic, though, from India's greatest metal export in Demonic Resurrection to the more punk-oriented Skrat and many, many more of India's finest. Reggae royalty, The Wailers, had everyone groovin' to the beat, but all of this paled in comparison to the real headliners, one of the cornerstones of the Thrash Metal movement: Megadeth. Dave Mustaine and crew absolutely slayed (pun absolutely intended) it in a set at the end of which I, and a majority of that crowd, could barely stand, and my neck was stiff and body was sore from all the headbanging and moshing that the power-packed performances induced over the two days. **EMG**



▲
Harley's MY16
line-up unveiled

▼
Tushar Jaitly of
TJ-Moto is crowned
Custom Champion



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AIR FLUX D1 TEX

Air Flux D1 jacket thanks to the latest generation fabrics, Boomerang and Quick Dry, takes lightness to new levels. The perforated mesh provides improved air circulation to the body and the fact that the jacket has numerous adjustments means it adapts perfectly to the rider's body when in motion. Active safety is provided by certified, removable, composite protectors on the shoulders and elbows while strategically positioned, reflective inserts provide passive safety. To round off the technical characteristics, the jacket has been designed to accommodate G1, G2 and Double Chest protectors. A lady version is also available.



BOOMERANG AND QUICK DRY FABRIC

Boomerang fabric ensures high level of ventilation. Quick Dry fabric offers excellent resistance to abrasion and breaking along with great comfort.



REFLECTIVE INSERTS

Reflective inserts enhance rider's safety in dark riding conditions by making him more visible on the road.



COMPOSITE PROTECTORS ON ELBOWS AND SHOULDERS

A rigid external plastic shell absorbs and distributes impact energy over the protector's entire surface thanks to a patented reticulate structure that also offers lower thickness and weight. Certified EN 1621.1

'Customising environment in every country is really different'

Amid all the madness of Harley Rock Riders, I had a chance to pull Kaichiroh Kurosu of Japan's famous custom house, Cherry's Company, aside for a little chat. Invited by Harley-Davidson to judge the Custom Champion event, Kurosu *san* gave us some insight into the world of customs

INTERVIEWED BY: **HARKET SUCHDE**

Bike India (BI): You are an "old school" custom bike builder, but considering you live in Japan, at the very cutting-edge of motoring technology, are you ever tempted to build a more contemporary design?

Kaichiroh Kurosu (KK): I don't really customise many brands; I mostly customise Harley-Davidsons, bikes that are more suited to the old-school approach, and that is really my signature style of customisation.

BI: How much has American culture (with its strong influences on Japanese pop culture and vice-versa) influenced your style?

KK: In the beginning, this was very much the case. I was heavily influenced by the American style of design, because the custom motorcycle movement had its roots there, but over time I learned to develop my own style, and now the American influence is negligible in my design; it is more Japanese.

BI: Do Japan's other creative and artistic avenues such as anime or manga or any other form of art influence your work? If so, how?

KK: I haven't really thought about it, and, maybe, not directly, but I'm sure it plays a part somehow, somewhere in my design.

BI: Harley-Davidson motorcycles are a big craze in Japan and they rule the customising world. Are there people who approach you with different motorcycles for customising, say, a Honda or a Ducati or, maybe, even a Triumph? If yes, then how different

are they to customise from a Harley?

KK: I haven't customised much apart from Harley-Davidsons; only the BMW R nineT, which is a very different bike, and I was a little worried, because Harley-Davidsons are definitely simpler to customise.

BI: On your travels as a customiser, have you picked on certain design trends that are found only in certain countries? Or is the custom scene very global in this respect?

KK: The customising environment in every country is really different. There are not too many customers in Asia comparatively; they don't want to spend too much money. The taxation is high, so not too many people want to customise. So the customisation in Japan is perfect right now because we're working on relatively smaller bikes, and that is why a lot of people want to come to Japan for customising their bikes from all over the world.

BI: When you approach a new project, how much prioritisation do you give to performance and how much to aesthetics?

KK: I try to balance both as much as possible but in the end it comes down to the customer and what he wants.

BI: What is the most radical design you've conceptualised or been asked to create?

KK: Most of the people who come to me, come to me because they like my design. I usually steer away from the really crazy stuff. The customer has to trust me and my vision, and if they try to impose their

ideology too much, I'd rather drop the project than indulge in something that doesn't work for me.

BI: As a judge for the HRR custom build off, what are you looking for in a winning bike?

KK: I'm looking for uniqueness. Individuality. Something that stands out.

BI: What are your impressions of the creations put before you so far? How does it reflect on India's custom scene?

KK: From what I see, it's still starting out; it's still in a very nascent stage. But I can also see that it will get there, it will reach a world-class level.


BI: In pop culture, customisation and metal music go hand in hand. Why is that so?

KK: Oh, I don't know. If you actually listen to the music, the image that comes to the mind is of someone who rides a Harley; maybe, that's why today [at HRR] also you see the two going together.

BI: Are you a fan of metal music yourself? Are you looking forward to Megadeth's performance tonight?

KK: Honestly, no. I don't really like metal music.

BI: One last question: why do most, if not all, custom bike makers, you included, have tattoos? What's the connection there?

KK: (Laughs) Culture, I guess. I don't know. They're just two things that go together. 



Cherry's Company



モーリーズカンパニー



FEATURE

Tokyo Motor Show

Eyes on

The 44th Tokyo Motor Show saw manufacturers take three and four. Here's what

REPORT: **JIM GORDE** PHOTOGRAPHY:

Tokyo



to the future; not just on two wheels, but also on one,
went down in Jap heaven

JIM GORDE & MANUFACTURERS

LIGHT WEIGHT SUPER SPORTS CONCEPT

MORE WEIGHT NEEDS MORE POWER and is a bane for engineers and designers. However, both divisions at Honda have been busy chiselling away every last fibre of unnecessary weight and, after teasing us with the sneak preview prior to the 44th Tokyo Motor Show, showcased this on the day when all eyes were on Tokyo: the cleverly named 'Light Weight Super Sports Concept'.

Sporting some truly futuristic design elements and artistic body work, almost entirely out of carbon-fibre, the key to the design of the Light

Weight Super Sports is the phrase "strong presence". It aims to deliver a design with the look exuding the possession of speed from its long nose with flared nostrils breathing blue haze, and low, crouched riding position. From the sculpted tank to the single-piece rear, the petal brake rotors and USD front fork to the lean slits for the eyes, the Concept oozes attitude.

The details are more than just skin-deep, although the graphics on the skin are low-contrast and in matte-black for an almost understated

aggressive sporty intent. The shape, however, is far from understated. It was clearly conceived for one reason, and one reason only: to be blindingly fast and eclipse the competition. The world is touting it as the new CBR 250RR, a hardcore race-replica of the smallest track tool in their arsenal, but we'd have to wait and see if it's just one model or the inspiration for many. Really, who doesn't want their 125, 250, 300 or even a 400 to look, or better yet, be constructed like that? Let's wait to see what the future holds.



CBR 400R



HOT ON THE HEELS OF ONE OF THE most exciting concepts at the Tokyo Motor Show comes the sharpened-up CBR 400R. The 399-cc parallel-twin motor still makes 46 PS at 9,500 RPM and 37 Nm at 7,500 RPM, but the new bike looks far more aggressive and lean than its predecessor. It also promises more engaging performance on the road and on the track. The new fairing with meaner headlamps helps with the aggressive new stance in no small measure.

KAWASAKI Z125

FIND THE Z250 A TAD TOO LARGE FOR YOUR LIKING?

The Z125 sports a much smaller, forward-inclined 125-cc single-cylinder motor and looks every bit as mean as its larger and meaner sibling. It's greener, too. At 101 kg and with 9.5 PS, it's sure to be a hoot. It will square off against the Honda MSX 125 in south-east Asian markets.



SUZUKI HUSTLER SCOOT

NO, THIS ISN'T A KEI CAR, IT'S A 50-CC CONCEPT

scooter that promises massive luggage carrying capacity in a unique package anyone would like to possess; if they need to transport a lot of stuff, that is. There's a sizeable under-seat storage area, a detachable suitcase between the rider's feet as well as a rear carrier.



HONDA GROM



HONDA HAD TWO INTERESTING Groms on display as well as a limited-edition Monkey 2015 Z-bike. The Grom Concept 1 and Concept 2 Scramblers look extremely appealing to anyone with decent eyesight who remotely likes bikes. Complete with a 50-cc two-stroke Z motor and knobby tyres.

HONDA 400X

AN ADVENTURE TOURER WITH A 400-CC PARALLEL-TWIN and all-road capability is always welcome. Whether it will use a motor similar to the 400R remains to be seen, but we're sure Honda will deliver the perfect package for a compact adventure bike. Seems to be on the wishlist of many.



KAWASAKI NINJA ZX-10R KRT

DRESSED IN KAWASAKI RACING TEAM LIVERY, THE 2016 Ninja ZX-10R was on a pedestal, having seen huge success at the hands of Jonathan Rea in the World Superbike Championship. After all, even with all the advances, 210 PS is still a lot of power.



MV AGUSTA F3 800 AMG

WITH STYLING INSPIRED BY THE MERCEDES-AMG GT S super sports car, the F3 800 AMG Concept brings together even more exotic design and materials for the 148-PS middleweight supersport. MV Agusta only recently announced their foray into India and the F3 800 is on the list of incoming hot wheels.



HONDA RC213V-S

A MOTOGP BIKE FOR THE ROAD? WHY NOT! WITH A focus on precise handling and unmatched manoeuvrability over outright power, the RC213V-S packs 160 PS from its four-pot motor, but can be specced to 215 PS if needed. Ready for the track in limited-production guise, the RC213V-S can be had from Rs 1.3 crore (plus duties and taxes).



KAWASAKI Z250SL

THE MUCH-AWAITED SINGLE-CYLINDER COMPACT streetfighter from the greenest Japanese motorcycle brand looks ready to pounce and packs a heady 28 PS. With one less pot than the present Z250, which uses a parallel-twin, the Z250SL should also be more attainable and usable, with the 22.6 Nm of torque peaking at 8,000 RPM.



BMW S 1000 RR

BMW MOTORRAD'S flagship supersport litre-bike was earlier shown with 199 PS, and that's about as much as anyone with track experience would be more than comfortable with. The precision of engineering that goes into it cannot be overlooked and the S 1000 RR still remains one of the sharpest tools in the drawer.



HONDA CRF1000L AFRICA TWIN

REKINDLING THE OLD ADVENTURE TOURING FLAME is the all-new Africa Twin, complete with a 998-cc parallel-twin motor with 95 PS and 98 Nm set to take on the crop of modern adventure bikes that boast of advanced electronic aids without sacrificing riding pleasure.



SUZUKI GSR 250

THE INAZUMA MAY HAVE COME AND GONE, BUT THE 2015 GSR 250 still looks similar to what we had on sale here, albeit with a new colour scheme and cosmetic touch-ups. The 250-cc parallel-twin offers a great combination of power, rideability and refinement, which, together with fantastic ergonomics, make for a package that will always be appreciated.



HONDA CB1300 SUPER FOUR

RETRO-LOOKING muscle with cutting-edge under-the-skin engineering makes this in-line four a force to be reckoned with. No sky-is-the-limit redline and screaming exhaust, just a rumbling 114-PS and 117-Nm motor that defines rideability across the rev-range.



KAWASAKI NINJA H2 AND H2R



KAWASAKI SHOWED off their supercharged Ninja duo — the H2 and track-only H2R — at the Tokyo Motor Show in what was the perfect way to make their line-up seem complete. Supercharged engines will be seen in more models soon.

HONDA CB400 SUPER FOUR

A 400-CC RETRO-naked street bike with a four-cylinder engine? The 2015 version of the Super Four is just as desirable as always, with its just-essentials approach making it look both lean and mean. Then there's the 52.5 PS peak power and the 13,000-RPM redline.



YAMAHA YZF



YAMAHA ALSO HAD the YZF trio — the R3, R1 and R1M — on display. With the new R3 making waves globally, thanks to its 42-PS twin, and the R1 and R1M aiming to set the benchmark for track-day performance, the future is looking promising for the tuning-fork brand.

TSTECH ZEC00



MANY OF YOU WOULD INSTANTLY GO 'AKIRA!' AND IT'S A go-to word for sure when looking at this creation. While it was shown some time ago, priced at ¥8.88 million (Rs 50 lakh), the all-electric, clearly futuristic design had one important addition — a TSTech seat. Apparently able to read brainwaves and change colours accordingly, the seat does indeed do something important: as the rider moves backwards into the seat, the seat back automatically rises to keep them in place.

HONDA CUB

USING A NAME THAT HAS STOOD TALL FOR OVER HALF a century, Honda displayed two new Cubs — the Super Cub and EV Cub — both bringing the classic shape into a thoroughly modern playing field. With the Y-shaped handlebars becoming an integral part of the design and the choice of an all-electric driveline, the Cub seems to have no shortage of lifespan.



BMW C-EVOLUTION

AN ELECTRIC MAXI-SCOOTER IN TODAY'S DAY AND AGE cannot be ignored. In fact, the lack of power-scooters in India seems to be a potentially profitable market. More power with the convenience of an automatic transmission is something more people would like to have. Of course, with a constant 15 PS and a peak 47.5 PS, the C-ev can reach speeds of up to 120 km/h with absolutely no emission and a range of up to 60 miles (96 km).





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CHOOSE FROM AVAILABLE WIDE RANGE

HONDA UNICUB

MOTORING ISN'T ABOUT HIGH-SPEED COMMUTING from point A to point B, especially when A and B are not so far away that you need a 400-cc naked, nor that close that one with restricted motor skills could cover by walking. The UniCub is a take on personal mobility that will be a boon to those with weak knees, the aged, and the plain lazy. With its seated operating position and easy controls, it will make life much easier for many, and it's completely electric.



HONDA NEOWING

THREE-WHEELED CONTRAPTIONS ARE MORE THAN simply contraptions. They represent a new wave of motoring that delivers two-wheeled (-like) fun, with four-wheeled (-like) balance. On the heels of the Piaggio MP3 and Yamaha Tricity comes this, the new Neowing tilting tricycle from Honda. Aggressive stance apart, the overall styling makes it appear like a Storm Trooper's ride of choice. Powering the Neowing is a hybrid driveline comprising a four-cylinder Boxer engine and electric motors. A shaft drives the fat rear wheel.



SUZUKI GSX-R CONCEPT

SCULPTED IN WHITE AND BUILT TO 'ENCAPSULATE THE potential of the GSX series', the GSX Concept points the way forward to the GSX line, which, if the buzz is to be believed, will have everything from 250-cc to 1,340-cc offerings in the very near future. Evolution is inevitable, but it's great to see how it's taking shape.



KAWASAKI SC-01 CONCEPT

SHOWCASING THE BALANCE SUPERCHARGED ENGINE with a sketch of the SC-01 Concept clearly shows the way for future Kwackers. The engine concept appears to be a smaller-displacement four-cylinder supercharged motor, with a variable vane intake to boot. Kawasaki say the engine's primary focus is not outright maximum horsepower, but usable performance that will allow for long-distance riding ability and enhanced comfort. This is primarily achieved by controlling not just the compressor output, but also the intake airflow.



SUZUKI XE7

THE ONLY DETAIL SUZUKI REVEALED ABOUT THEIR new near production-ready turbocharged twin engine was the name 'XE7'. Although, if we recollect the Recursion concept shown to the world at the previous Tokyo Motor Show, that 588-cc motor promised 100 PS and 100 Nm. The XE7 could very well be the set-for-production version of that very motor and should make its début in a motorcycle soon.



YAMAHA TRACER THREE-WHEEL

TOURING IS A GENRE THAT EVERYONE TAKES seriously, so when there's a choice for an all-road offering, you take it. The Tracer, built on the MT-09 platform, brings relaxed sport-touring with all-road capability together in a form that accentuates its all-rounder ability. That third wheel is very obvious too, isn't it? A three-wheeled motorcycle it is, then.



YAMAHA MOTOBOT VER.1



A ROBOT THAT CAN MOVE AND speak is one thing, but one that can ride a motorcycle — more specifically, a Yamaha R1 at 200 km/h — is a completely different ballgame. MOTOBOT speaks! "I have been created to surpass you." That's scary when you consider he's talking to Valentino Rossi, who was also involved in development. In the video available online, MOTOBOT can be seen operating the clutch and shifting gear, as well as leaning and making a turn on track. Don't let the raised training wheels fool you. They've made a bike-riding robot!



A 'Wickedly' Pleasant Ride

We joined Wicked Ride for an exhilarating ride from Bengaluru to Chikmagalur. Here is what the experience was like

STORY: **GIRISH SHET** PHOTOGRAPHY: **AGASTHYA M ANVEKAR**

NOTHING IS DEARER TO A rider's heart than spending his/her time on the road. It does not matter whether it's sunny, raining or freezing cold. All that matters is the feeling of being out in the open on two wheels. Therefore, an invitation to participate in a weekend ride to Serai, Chikmagalur, from Wicked Ride, the Bengaluru-based firm that offers luxury bikes on rent, was something we could hardly turn down. Moreover, it also involved a luxurious stay.

Incidentally, Wicked Ride is the first company in India to come up with the idea of luxury bikes on rent. The company is currently operational in six locations — Bengaluru, Mysore, Jaipur, Udaipur, Bhuj and Pune — spread across three States with a fleet of 50-plus premium motorcycles. Wicked Ride plans to expand its fleet to 200 motorcycles by the next quarter. The current line-up comprises the Triumph Bonneville and Tiger; Harley-Davidson Street 750, Super Low, Iron 883 and Night Rod; Benelli TnT 600 GT, and Royal Enfield's 500-cc bikes.

Wicked Ride plans to have its presence in 23 cities over the next 12 months with a fleet consisting of about 2,000 premium motorcycles.

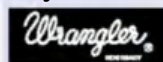
Apart from this, Wicked Ride is also busy tying up with resorts offering luxurious accommodation where Wicked Ride customers may look forward to special offers. As part of this, it has a tie-up with Coffee Day Hotels and Resorts under which all Wicked Ride customers can enjoy stay at three luxurious 'Serai' properties at Chikmagalur, Bandipur and Kabini. ►

GEARCHECK

Rider: Girish Shet
Helmet: Lazer
Jacket: Solace
Gloves: Solace
Boots: Solace

RIDING GEAR PARTNER

Wrangler Sun Shield



Wicked Ride plans to have its presence in 23 cities over the next 12 months with a fleet consisting of about 2,000 premium motorcycles





This is where your morning cup of coffee starts from, fresh coffee beans still on the plant. Chikmagalur is to coffee what Darjeeling is to tea


Bike India rode the Benelli 'TnT' 600 GT, one of the recent additions to the fleet, from Bengaluru to Chikmagalur 'Serai'. Incidentally, all 'Serai' properties will also have Wicked Ride's premium motorcycles to be offered on hire.

The distance between Bengaluru and Chikmagalur is about 260 kilometres and this route is highly popular among riders. It has everything a rider may desire: beautiful vistas, straight and long roads, and zigzag sections, etc. Chikmagalur is located in the foothills of the Mullayanagiri range and is famous for its serene environment, verdure and tall mountains. It is also famous for its coffee plantations and is known as the 'Coffee Land of Karnataka'.

Our ride began early on a Saturday morning. The weather was just perfect. Our first stop-over was near Kunigal for breakfast. We were happy to meet a large number of bikers — birds of a feather, after all. The ride further on from Kunigal to Hassan was a brisk affair, the road being a nice four-lane highway, allowing all of us to twist the throttle a bit more. As we were cruising at a decent speed and enjoying the scenery around, we realised that the pleasant morning had now given way to palpable heat even though it was only 10.00 am.

A second break at Hassan and it was time to head towards Chikmagalur. Now the road became a little narrow and curvy.

Hassan to Chikmagalur is about 65 km but it can take longer to traverse this distance than what one expects on account of the terrain. This stretch is also among the most enjoyable on this route, with a number of bends that test the rider's skill. As we entered Chikmagalur, a surprise awaited us: a stay at Serai!

Wow! That was the unanimous reaction as we entered the Serai property. The view was fantastic, and the road that led us to the entrance was like a pathway to heaven, flanked on either side by sprawling coffee plantations and a great variety of trees. We were now away from the madding crowd of the city and the pure air around us already had a rejuvenating effect on us. It was time for us to rest now while looking forward to the tomorrow, because a walk around the estate was on the cards in the morning! 



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THE ROCKERS & THE MODS

Café racers and scooters led to the creation of two incredible sub-cultures based on two-wheelers back in the 1950s and '60s. With interest in those two sub-cultures growing the world over, we delve into what made Rockers and who were the Mods

STORY: **ANINDA SARDAR** PHOTOGRAPHY: **ROMMEL ALBUQUERQUE AND SANJAY RAIKAR**



NOVEMBER 2013 WAS A milestone in India's motorcycling history. It marked the introduction of one of the most enduring motorcycle cultures of all time to our shores with Royal Enfield launching the Continental GT café racer and Triumph entering the Indian market with the iconic Bonneville and the Thruxton café racer. Suddenly, everyone in the biking world was talking about Rockers and café racers. Just a

year prior to that, in 2012, another icon of the two-wheeler world, Vespa, had also entered India bringing with it two-wheeled heritage of a different kind. Over the coming years each of these manufacturers will hope to popularise their products by attempting to spark off café racing culture in the case of the bike makers and scooter culture in the case of the latter. As the scene gears up for exciting times ahead, we take a look at the Rockers motorcycle sub-culture that led to the creation of café racers and the Mods who made scooter riding fashionable back in the '60s. ►



FEATURE

Riding Cults



speed. For the vast majority, though, racing motorbikes from one transport café to another was what gave them their adrenaline rush – the ‘buzz’ in Rockerspeak. A typical ride out – known in Rocker slang as a ‘Burn Up’ – would involve heading out to a transport café like the now legendary Ace Café, meeting other Rockers, listening to the latest rock ‘n’ roll music on the jukebox and then racing each other to the next transport café. Sometimes these enthusiasts would also indulge in a rather peculiar form of racing wherein they would put on a vinyl record on the jukebox and then try to do a specified circuit back to the café before the record stopped playing.

The fondness for such Jukebox Racing and café racing led to a majority of them modifying (souping up) their stock motorcycles in an attempt to make them go quicker. The aim, of course, was to be able to touch the ton. Modifications involved replacing regular handlebars with low-set clip-ons, putting a single seat towards the end of the bike with the petrol tank being stretched out and narrowed down to reduce the profile of the bike and hence the drag caused by wind at high speed. Other modifications included the use of rear-set footpegs and carving knee recesses into the petrol tanks to help the rider grip the bike with his knees. Seats also featured a ‘bum stop’, which was essentially a hump at the end of the seat that would help the rider push back and crouch down, reducing the effects of drag. These modified motorcycles came to be known as ‘café racers’, courtesy the use they were put to. Extreme souping up even included fusing the chassis of one motorcycle with the engine of another. Such measures led to the creation of well-known café racers like the Triton wherein a Norton featherbed frame was fitted with the engine from the Triumph Bonneville (not to be confused with the



The Rockers

Back in the 1950s and '60s if you were a working-class youth growing up in Britain and in love with motorcycles, chances were your typical day would end with the ringing of the factory bell and a dash home for dinner. The overriding purpose of this post work haste, though, would happen once the clock struck eight. You'd find yourself donning a pair of blue jeans, a pair of strong boots and a black leather jacket. You would then head to the garage, strap on your pudding basin helmet and goggles before firing up your souped up British motorcycle and then head out to the Ace Café in northwest London (or any other transport café that suited your fancy) to meet your chums. And that pretty much sums up the average

evening in the life of one of motorcycling's everlasting icons – the Rocker.

A general rise in prosperity among the working-class youth in the post-WW II Britain combined with the peaking of the British motorcycle industry, the influence of popular American rock ‘n’ roll music and construction of windy arterial roads led to the birth of the Rockers. The fact that this was also the time when transport cafés were coming up around the country further helped the Rocker cause.

With their love of fast motorbikes, one of the principal aims of being a Rocker was to try and touch 100 miles per hour. Those who did came to be called the ‘Ton Up Boys’, their name inspired by the British slang ‘ton’ denoting the 100 mph



There's a huge revival of interest in the Rocker sub-culture that ruled the hearts of British teens through the Swinging '60s. The culture also spawned a whole new genre of motorcycling called café racers and several modern bikes now seek to emulate the spirit of the Rockers

TYPICAL ROCKER PLAYLIST

- | | |
|------------------------------|-------------------|
| 1. Elvis Presley | 5. Eddie Cochran |
| 2. Johnny Cash | 6. Connie Francis |
| 3. Bill Haley and his Comets | 7. Chuck Berry |
| 4. Chubby Checker | 8. Gene Vincent |

new bike) to bring together the fastest racing engine with the best handling frame available in England at that time.

With their aura of spirited romanticism and devil-may-care attitude, the Rockers essentially took the sport of motorcycle racing and turned it into a street-based lifestyle statement, and, in the process, they ended up creating a motorcycle riding culture that has endured the test of time over the decades. Currently, the world over there is an increasing interest in this sub-culture from half-a-century ago. The reason? A desire to indulge in what these modern-day Rockers claim to be 'real motorcycling'. Most Rocker aficionados claim that bikes today have become far too clinical and technologically advanced to be really enjoyable. They, therefore, prefer riding classic originals whenever they can get their hands on one. Today the groups are also peppered with enthusiasts who like the riding stance and feel of the classic café racers of old but with the reliability that is endemic to modern machines. As a result, their bikes may look old, but are actually spanning new machines, some featuring such contemporary technology as monoshocks, electronic fuel injection and disc brakes.

But don't let any of this mislead you, for they are just as loyal to the Rocker cause as any of the rest. It's a deep sense of brotherhood that ties these modern-day Rockers to others of their kind. The espousal of this brotherhood, in fact, ran right down to the way this bunch of two-wheeler enthusiasts kit themselves up, mirroring the look of the original gangs from the 1950s and '60s. A pair of jeans, strong black boots and a black leather jacket (preferably with a variety of bike-related badges and patches) combined with an open face helmet and goggles complete the Rocker look even today, just as it did 50 years ago. The difference being that the original



Rockers took to this particular form of clothing out of necessity. This was the best kind of protection money could buy for café and jukebox racing. The fact that this look was made immortal by Hollywood celebrity Marlon Brando in the epic 1953 film, 'The Wild One', made it a cool lifestyle statement as well. Today they are a lifestyle statement more than anything else; yet another way to re-live the glorious past and delve deep into the world of nostalgia.

From an Indian perspective, though, café racers (and, therefore, Rockers) are a brand-new phenomenon. Having missed the Rocker boat in the 1950s and '60s, we have now awakened to the beat of engines firing from the belly of café racer machines that have been launched here. Royal

Enfield were the first to introduce one with the launch of the Continental GT, with Triumph following close on their heels with the Thruxton. Although the Continental GT and the Thruxton are two very different machines separated by a huge gap in price and the kind of technology on offer, both none the less seek to offer authentic café racing experiences that will evoke the nostalgia of the Rockers and their café racers. With little knowledge about this form of motorcycling, they may have their task cut out. More so, because they will have to introduce as brand-new an old genre unlike everywhere else, where the question is one of revival. Will they be successful? Time will tell. As for us, we certainly keep our fingers crossed that they are. ►

FEATURE

Riding Cults

The Mods

While the Rockers were at the zenith of popularity as a sub-culture between the late 1950s and the early 1960s, there was another very different two-wheeler culture that was rapidly taking shape. They were the Mods. Inspired by the emerging consumerism in an increasingly prosperous Britain and diametrically opposed to the Rockers in their outlook, the Mods culture was based on style and fashion. Like the Rockers, the Mods too listened to a lot of music on jukeboxes, but their chosen venue would inevitably be coffee bars and all-night clubs like The Roaring Twenties and La Discotheque



instead of transport cafés. Their choice of music too was utterly different. In place of the Rockers' rock 'n' roll the Mods preferred R&B, modern jazz, ska and soul music. They were the ones who made the Sixties so Swinging.

Influenced by the style and trends they saw in Italian and French films of the time, the Mods were very conscious of their appearance and the way they attired themselves. As opposed to the

Rockers' natural tendency to dress up in jeans, black leather jackets and boots, the Mods wore clean-cut tailored suits with narrow lapels, button-down shirts, narrow ties and loafers or pointed-toed Beatle boots. Partly, the Mods' choice of outfit was also fuelled by their desire to be seen as sophisticated two-wheeler riding urban folk in stark contrast to the greasy look of the Rockers, the latter in itself a more semi-urban/rural phenomenon. Distinction between men and women was also greater among the Mods with lady riders choosing to wear mini skirts, short hair styles and flat shoes. In comparison, women Rockers wore the same outfit as their male counterparts. The visual distinction between Rockers and Mods even went down to their hairstyles. While the Rockers slicked their hair with Brylcreem and styled them to look puffed up, the Mods preferred a more contemporary hairstyle, the likes of which one can see on old posters of 'The Beatles' or 'The Who'.

What distinguished the Mods most from the Rockers, however, was the former's choice of two-wheeler. Where the Rockers busied





The Mods were scooter riding folk. Looked down upon by the Rockers, they chose the path of fashion and chose to ride scooters instead. For them, it was all about looking cool more than anything else. Not much different from what today's average college going kid who aspires to be hip and happening anywhere in the world



themselves in buying motorcycles and then stripping them out as much as possible to make them go quicker, the Mods chose to ride around on Italian scooters like Vespa and Lambretta, often adding cosmetic embellishments that would help them stand out visually in a crowd. One of the most popular additions to a Mod's scooter would be a large number of headlamps, giving the diminutive scooter a curious many-eyed bug-like look. Crash bars, two-tone custom paint jobs too were very popular. The fact that Italian scooters had clean-cut lines, curving shapes and gleaming chrome only added to their appeal with the fashion- and image-conscious Mod. Not to mention, in the 1960s they were cheaper to buy and run than cars and ran long after public transport would call it a day: an absolute necessity for a generation of youth that partied hard and frequently till the wee hours of the morning.

TYPICAL MOD PLAYLIST

- | | |
|-----------------------|--------------------|
| 1. The Who | 5. John's Children |
| 2. The Yardbirds | 6. The Creation |
| 3. The Rolling Stones | 7. The Action |
| 4. The Kinks | 8. The Smoke |

With their covered bodies, scooters also provided a higher degree of protection for the Mods' fashionable clothes from the oil leaks that bikes were prone to. Where Rockers turned bike racing into a road-going phenomenon, the Mods took the mundane and practical scooter and turned commuting into a fashion statement unlike any other.

Unfortunately, the Mods as a culture did not last beyond the mid-1960s. There were a few attempts at revival in the 1970s and then in the 1980s, but without much success. Good news, though, is that with a growing interest in classic forms of two-wheeler riding, interest in scooter riding and hence the Mods too is growing around the globe. Indeed in some parts of the



world Mods Reunions have become a regular addition to the annual calendar.

In India, the scooter riding culture has for long been seen as unexciting and orientated towards commuter convenience.

However, things are slowly changing with better looking 'aspirational' scooters becoming available. Growing popularity of scooters amongst urban youth means that nearly four-and-a-half decades after the Mods faded away in Great Britain the scooter has once again become the choice of wheels of the young and the image-conscious in an increasingly consumerist Indian society. Add to that the entry of scooter legend Vespa with its highly stylish and distinctive scooters like the Vespa VX and the Vespa S on offer and we could yet see the rise of a new breed of home-grown Mods here in India.



Riding With Indimotard

An account of a highly memorable ride in the Ladakh region

STORY: **NAVROZE CONTRACTOR**

Day One: 27 August 2015
Anand, Kaushik and myself meet at the Bengaluru airport. Our bikes are on a truck, making their way to Chandigarh, the starting point of our journey.

Day Two: 29 August 2015

The rest of the riders have arrived in Chandigarh: David from Canada, Robert and his girlfriend, Stacey, from the US, Swami and Aiyappa (on Triumph XCs) from Chennai, and Kartik (BMW F650/700) from Bengaluru. Shrikanth from Indimotard and Sanjiv, the mechanic, make up our team.

Day Three: 30 August 2015

We ride out of Chandigarh. The roads are beautiful but the traffic is crazy. For the first hour we are riding in the plains, which makes for a terrific initiation for the western riders. We Indians have a highly defined individualistic attitude to traffic. How to make life easy for oneself and difficult for others, with no sense of safety, is the norm.

We reach Manali late in the evening. The new rules say each vehicle has to undergo emission tests. There is only one test centre, so it's pretty crowded. This is a farce, nothing else. The vehicles we meet on the roads, spewing lethal fumes, is a glaring result of this 'test'!

We check into a quaint hotel situated in the middle of an apple orchard, called Riders Inn,

which is run by a young couple. The rooms are simple, clean and comfortable and the food excellent. Just as we settle in, there is a cloud burst, with dramatic thunder, hail stones and heavy rain.

Day Four: 31 August 2015

After a good breakfast of *aloo-paratha* and *masala* omelettes we set off for Tandi, our next stop. Going up to the Rohtang pass the roads are beautiful and the first glimpses of the Himalayas magnificent. As we climb higher, my poor little Impulse, which was doing so well so far, begins to succumb to the altitude and gives up. Anand, who is the lead, turns back and is at my side in a jiffy. He tries every trick possible and makes the bike run. I get on and



A pep talk and final briefing before we leave



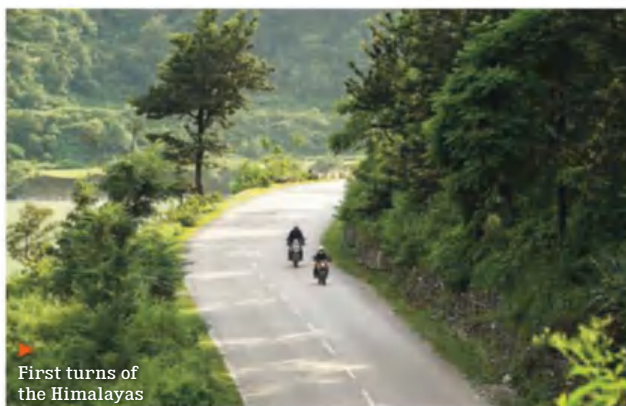
An Indian icon



The final shot before we depart



Stacey & Aiyappa enjoy the morning ride



First turns of the Himalayas



Stopped by a landslide

splutter, cough, spit, choke but make it up the pass, which is over 13,500 feet. Once we cross the top, the bike feels better but the road is broken tarmac: a warning about what is to come.

At Tandi we stayed in tents with attached baths but no electricity. It was cold but the solar hot water was quite the need at that time. On arriving at Tandi we were welcomed with a cup of tea and before we knew it, it was time for dinner. After dinner, we had a toss up as to who snores the most and I got the champ Karthik to share the tent with. I didn't hear a thing; fatigue overpowered Karthik's legendary snoring. Poor Swami began to suffer from high-altitude sickness and couldn't get better. He sat out the rest of the journey in the support car.

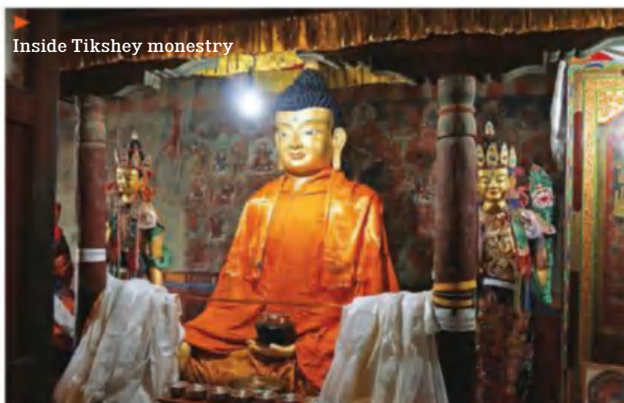
Day Five: 1 September 2015

Before the sun was up some of us were. Aiyappa was giving instructions for hot water and tea quite loudly. I thought it was impolite but then he told me it is a technique to wake the rest up. It worked. Anand, Shrikanth and Sanjiv were already at work on the bikes. David came over and told me he had dropped his passport and other documents at some place *en route*! This is terrible, anywhere in the world. A quick breakfast and we were off.

As on the previous day, my Impulse slowed the group down. Coughing, sputtering, straining to the limits, cajoled by Anand, it made it over high passes. The rest would zoom off and we'd catch up. Robert was riding his Bullet as if he had grown up with it. David was

a more daring rider, throwing his bike at anything that came at him. Stacey on the KTM 200 Duke did a fantastic job; calm and collected she overcame the worst stretches with ease. Aiyappa, a champ equestrian, was riding super on his Triumph. Karthik was just a few minutes behind on his BMW. When Anand was not attending to the Impulse, he was simply flying through everything. To him and his Husqui nothing seem to matter — sand, gravel, boulders, broken tarmac....nothing! It was a treat to watch him ride.

We reached Tsokar, again taking over six hours to do 135 km. But there were plenty of 'photo stops' as the scenery was spectacular. Tsokar is flat with a salt water lake actually producing salt at that altitude. The hotel we ►



stayed at seemed to be straight out of an American road movie, with a ram's skull as its mascot.

Day Six: 2 September 2015

The Impulse somehow managed to cross the Tanglang pass and into More plains. The faster bikes took off like bats out of hell. They had had enough of rough road riding. Karthik almost got lost and Anand had to find him and steer him back to the main road, like a cowboy does to the steers. We rode into Leh by afternoon and were lavished by big rooms, hot water showers, cold beer and a terrific dinner.

Day Seven: 3 September 2015

First thing on the agenda was to make a police

complaint for David's lost documents. Anand took David to the Leh police station. While the formalities were going on he received a call saying a folder of documents, belonging to one David Berman, had been found! On the basis of this the chief gave all the inner-line permits, and everyone was relieved. It was a free day. Some of us visited the spectacular Thicksey monastery and the Leh Palace.

Day Eight: 4 September 2015

Within minutes of leaving Leh for Nubra valley, we started the climb to Khardung La, one of the highest motorable passes in the world. Khardung La has become like a place of pilgrimage, and like all such places it is a mess with hundreds of visitors who seem to lose all

sense of decorum when at such places! It was really sad to see all this 10 years after my last visit. A quick coffee, a few pictures and we were on the way down.

Within two kilometres, we were stopped by the BRO as there had been a landslide and the road was being cleared. All through Khardung La my body had taken a severe beating. At this point I gave in and Sanjiv rode the Impulse while I switched to the support Innova. Felt terrible but couldn't help it. It was the first time ever from all my rides.

We stopped at Khardung for lunch after which I switched back to my bike. The road from there onwards was good tarmac throughout and the big bikes began to fly again. By early afternoon we were in our hotel,

TOTAL DISTANCE : 1,358 KM



Lahrimo North, situated on the bank of the Nubra river amid apricot trees. A much anticipated bonfire, drinks and dinner brought the day to an end.

Day Nine: 5 September 2015

Aiyappa and I got up real early and took a walk to the river. It is here we encountered our first yak, and I must say they are not very friendly! It was a relaxed day as we rode just a few kilometres to see the Supur Monastery and were really lucky to see monks creating a *mandala*.

Day 10: 6 September 2015


We rode to Turkut through the spectacular Nubra landscape. Soon Aiyappa's bike suffered

a punctured rear tyre. It's an adventure to have a flat above 12,000 feet but no fun. Anand, Aiyappa, and Sanjiv had to turn back and missed the ride to Turkut, which is the furthest north end of Ladakh region towards Pakistan. Suddenly the people change, looking more Mongolian than either Ladhaki or Kashmiri. After a tea and a ramble through village Turkut we turned back. On the way back we met two beautiful Spanish girls on bicycles. Here we were struggling on bikes and these two lasses were happily riding their bicycles!

Day 11: 7 September 2015

We returned to Leh. It was the last day of the ride and no one really wanted to leave Nubra valley. Just a few kilometres out of the hotel,

going through a water crossing my Impulse stopped dead in the middle of the freezing water. Sanjiv caught up soon and fixed the electrical problem that had caused this delay. We reached Leh by mid-afternoon, crossing the messy Khardung La for the last time.

The bike carrier truck had arrived to take the machines back to Bengaluru. David's passport and documents had arrived at the police station. Everything ended without a hitch. The last dinner was very sentimental what with speeches by all and profuse gratitude to the Indimotard Team for organising such a brilliant ride; for many a once-in-a-lifetime experience. Next day everyone was gone, but I stayed back for another seven days to do some more riding. 



The **Bun** **Burner** Boy

INTERVIEWED BY: **RYAN LEE**

Devjeet Saha, a young and enthusiastic rider based in Pune, has successfully completed the Bun Burner and Saddle Sore challenges a number of times. This is what he has to say about his passion for long-distance riding

Bike India (BI): How did you develop this passion for long-distance riding?

Devjeet Saha (DS): Since my youth I had a passion for riding long distances. Before coming to Pune I was in Jaipur and I used to travel almost 100 km in a day. So from the age of 18 I have been passionate about riding long distances on a motorcycle.

BI: When did you start riding motorcycles?

DS: I started riding motorcycles when I was in class 7. But my father never allowed me to ride on main city roads. So since I lived in a colony, I would ride around there.

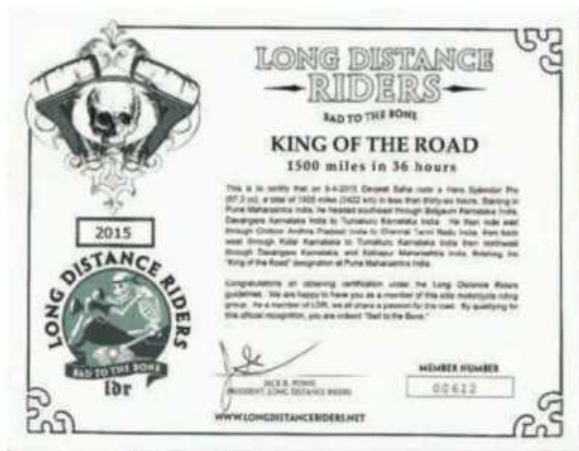
BI: What was your first motorcycle?

DS: My first motorcycle was a Hero Honda Passion, which was my 18th birthday gift from my father.

BI: Tell us about your first long ride.

DS: After moving to Pune, the first long ride was from Bandra (suburban Mumbai) to Jaipur (Rajasthan). I actually tried to race against the Aravali Express. This was in 2008 and *Bike India* was the first magazine to publish my article. So it's been a long association with *Bike India*.





BI: What are the Bun Burner and Saddle Sore rides?

DS: Saddle Sore is a long-distance ride in which the rider has to cover 1,610 kilometres in 24 hours. The Bun Burner, on the other hand, is a tougher and more challenging ride wherein the rider has to cover a distance of 2,400 kilometres within 36 hours. I happen to be the second or third person in India to have completed the Bun Burner Challenge.

BI: How many Bun Burner and Saddle Sore rides have you attempted so far?

DS: I have attempted these rides a number of times, but as for the Bun Burner, I have



done it twice — once on a Hero Karizma R and the another time on a Hero Splendor Pro. As for Saddle Sore, I have done it three times — on the Hero Splendor, Passion Pro and Impulse.

BI: Apart from these rides have you undertaken any other long-distance rides?

DS: Yes, I have. In 2010 I rode around the Golden Quadrilateral in order to spread awareness about the harmful effects of tobacco. In 2012 I rode from Pune to Kolkata and back, and, in 2013, I rode from Pune to Ludhiana and back. Both these rides were to promote the use of safety gear while riding.

BI: What has been your craziest

ride so far?

DS: My craziest ride has been the Bun Burner challenge on the Splendor Pro. Covering 2,414 kilometres in 36 hours on a less than 100-cc motorcycle was one hell of a ride. After I finished my ride, I posted it on my Facebook page and most people did not even believe me. This ride also made me the first person in the world to complete the Bun Burner on a 100-cc motorcycle.

BI: Why did you choose the Splendor and not a big bike?

DS: The Iron Butt Association in the US recognises people who complete the Saddle Sore and Bun Burner challenges, but most of these rides are done on big bikes such as those from Harley-Davidson or Ducati. Even here in India people have done it on 150-cc bikes, but no one has done it on a smaller bike. Therefore, I took up the challenge and proved that long-distance riding can also be done on a bike less than 100 cc. I have also been given a special mention on the Iron Butt web-page for completing the Bun Burner on a 97.2-cc motorcycle.

BI: What preparations did you do before the ride?

DS: If I am astride a bike, I can stay awake for 24 or even 36 hours without food — the only condition is that I have to be on a bike. For this particular Bun Burner ride, however, I prepared for about a month because I had to lose some weight before undertaking the ride. I also did not eat anything 12 hours prior to the actual ride, because, at least in my case, hunger keeps me awake and also because in that case I do not have to stop to visit a lavatory often. The first time I tried the ride, I completed it an hour late. Then I realised that I had made a number of stops. This time I carried an alarm clock with me, so that I

could time myself whenever I stopped for fuel or for a power nap. As for the bike, I only used a double horn which is louder and can be heard on the highway; nothing else apart from that. I also carried dry fruit, water and chocolate bars to keep me going.

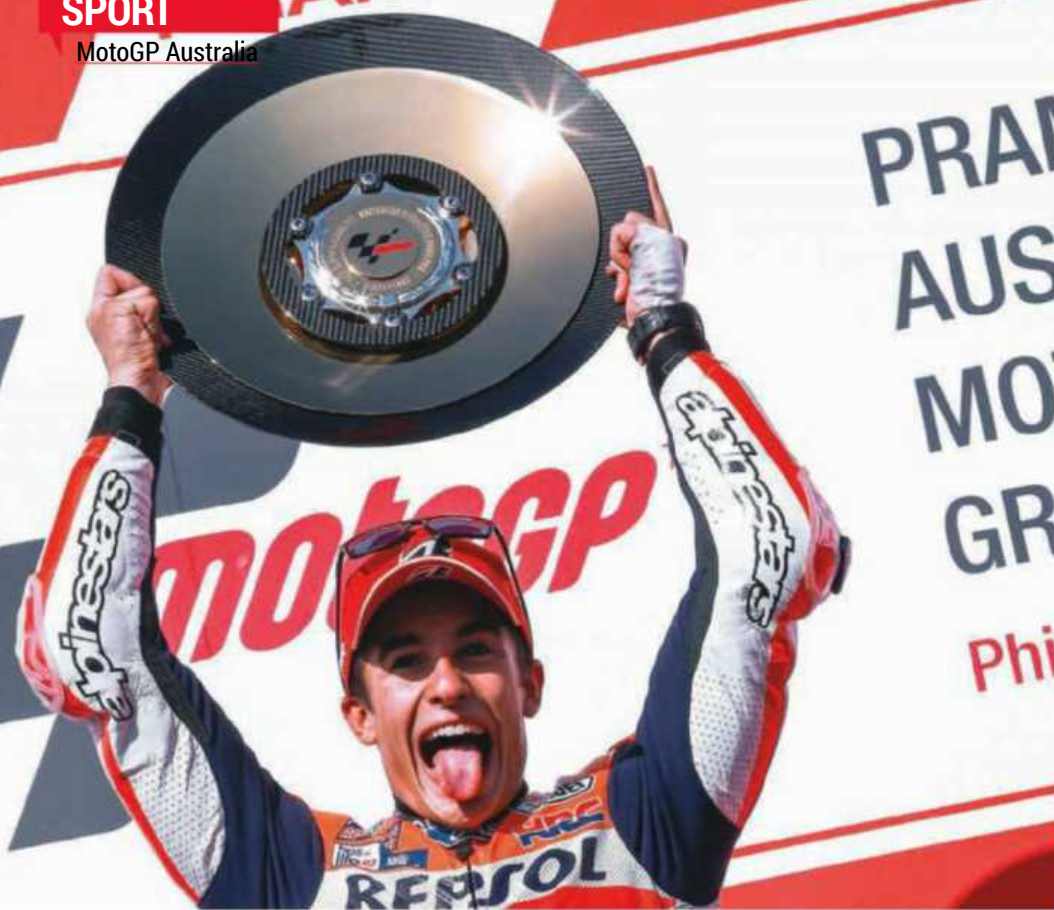
BI: What is the next ride you have in mind?

DS: Well, I am still planning, but before the forthcoming Auto Expo I will do something big, because November and December is the best time to ride long distances.

BI: How safe is it to ride on the highway?

DS: Well, it is pretty safe if you are cautious and alert. But there is one thing: wearing the full riding gear — that is, the helmet, gloves, riding jacket, riding trousers and riding boots — is an absolute must. When I ride within the city, I always wear a helmet. I am so concerned about this that I present crash helmets to my near and dear ones on their birthdays because I think safety comes first. **BIKE**





Marquez Prevails in Classic Shootout

After a thrilling two-way championship battle that has swung between Valentino Rossi's and Jorge Lorenzo's favour, plus numerous absorbing clashes and a punishing title defence for Marc Marquez, it was difficult to envision how 2015 could get any better. Step forward Phillip Island, a venue of so many classic duels in the past, to provide quite possibly the race of the decade. The statistics attest to that: 52 passes for the top four positions over 27 breathtaking laps, with the closest front four finish in nine years. For just over 40 minutes and 30 seconds Marquez, Lorenzo, Rossi and Andrea Iannone went to war

REPORT: NEIL MORRISON PHOTOGRAPHY: DPPI

THE FACT THAT Marquez's final lap and resultant victory — quite possibly the finest of his 50 GP triumphs — and Iannone's demotion of Rossi to fourth had consequences for the title outcome ensured we'll still be talking of this breezy spring day by the sea for years to come.

MotoGP

IT WAS A RACE THAT HAD IT all — surprise, action, and intrigue before a final lap for the ages. And all with a world title on the line.

As if the significance of the afternoon ahead hadn't already been underlined, Lorenzo admitted on Saturday evening that his third premier-class title would be "nearly impossible" if he failed to whittle Rossi's 18-point advantage down in Australia.

Marquez was sure of his own speed. Lorenzo was too after finding a solution in morning warm-up for a lack of rear traction. But the surprise came not only in the form of Rossi's race-long speed, but Iannone's too.

This was not a normal race. Lorenzo's hugely brave move on Iannone for the lead on lap one set the tone for the following 26 laps. The bar had been set as Marquez, Pedrosa, Crutchlow, Rossi and the Ecstar Suzuki duo of Aleix Espargaro and Viñales made it an eight-rider train during the opening laps.

Twice Lorenzo tried to break clear; twice he was hauled in. On lap seven he had established a 1.4-second lead as Marquez scrapped with Rossi and Iannone behind. By then the 25-year-old Italian had come into contact with some local wildlife on the drop down from Lukey Heights. "The seagull was waiting for me for a kiss," he later quipped. Unperturbed, he rejoined the battle, with holed fairing.

Pedrosa gradually lost the tow and Marquez really got going mid-race, hauling in Lorenzo by lap 18. But the higher track temperatures left him with a vague front-end feeling so the Spaniard



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had to cool his pace, reserving his best for the final laps.

All this allowed Iannone and Rossi to close once more. The Ducati's huge speed on the 343-km h start/finish straight ensured the other three could never relax. On lap 21 the quartet were covered by just 0.4 seconds, then Lorenzo made his second dash.

Any progress Marquez made on Lorenzo's lead was countered by Rossi's cunning and Iannone's top speed. Never was this as evident as when Rossi pushed the Repsol man wide at turn 10 with three laps to go, only for Iannone to spot space and accelerate past both.

Starting the final two laps, Lorenzo just had space to breathe. With Marquez trailing Iannone, 0.9 seconds off the front, surely the battle was for runner-up spot. But, no, the reigning world champion moved past the Ducati at the start of the final circuit and, half a lap later, he had hacked at Lorenzo's lead, setting up a move into the downhill hairpin.

"It was like a qualifying lap," said Marquez of his final lap. "I overtook Andrea in the first corner, then I pushed 100 per cent. At turn four I braked really deep, and caught up a lot of meters. In turn 10, I thought I would try. And then I saw clearly and just released the brakes."

With so much at stake, Lorenzo knew his fellow countryman was coming but ultimately couldn't risk too much with the title at stake. "In the right-hand corners

MotoGP RACE RESULT		
POS.	RIDER	TIMING
1	Marc MARQUEZ	40'33.84
2	Jorge LORENZO	+0.249
3	Andrea IANNONE	+0.930
4	Valentino ROSSI	+1.058
5	Dani PEDROSA	+5.062



▲ Marquez may have won the race however, Iannone was the hero of the race

▲ Lorenzo congratulating Iannone

the front started closing. When I heard Marc's engine, I was not sure whether to close at the maximum, so I left him some gap." Still, having closed Rossi's lead to 11 points, Lorenzo felt "the mission is done" at a circuit where the rear tyre didn't have his much-loved edge treatment.


Marquez's last lap was the fastest lap of the race, over a second quicker than his compatriot's. Crucially, Iannone resisted Rossi to hold third to the line, capping his finest race in the class with a richly deserved podium. And all less than a month after dislocating his left shoulder.

"In the beginning it was difficult for me in the braking points because riding with a full tank my bike didn't brake the best," he said.

For Rossi, it was an opportunity missed in spite of his much-improved pace and a race time just a second off the win. Lack of top speed on the straight was an issue but the nine-time champion felt that his weekend hinged on choosing a wrong setting in FP4. "This year our bike is slower and we don't understand why. I know that Iannone is very strong when you do this type of battle, it's a shame he beat me."

Somewhat overlooked, Pedrosa pulled clear of Viñales and Crutchlow in a three-way fight for fifth, just four seconds off Rossi. The second Repsol Honda struggled to drive out of the final turn, causing him to lose the tow on the leading quartet. In possibly the ride of the race, Viñales equalled his best result in the class with sixth, recovering from a bad start to finish just over six seconds behind the race winner. "I think we did really good because we made a really nice pace. In the first part of the season we were thinking that our target was 22 seconds behind first, so we did a really good job."

Crutchlow was content to be nearer the sharp end again, although he never truly found a cure for a lack of rear traction. Pol Espargaro won out in an inter-family battle with brother Aleix for eighth. Bradley Smith collected solid points for 10th. Danilo Petrucci (Pramac Ducati) in 12th finished 22 seconds from first, ensuring it was the second closest top-12 in premier class history.

Hayden's weekend came to a premature end as he retired from 16th place with an electrical problem. "I had a decent feeling going and I was able to move up to 16th and then the bike just stopped," he said. 



▼ Iannone leading the pack just after the start



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Moto2:

WHILE THE FIRST AND THIRD

races of the day had you chewing your fingernails down to the bone, the Moto2 was more drawn out. Tito Rabat (Marc VDS Kalex) was partly to blame, after crashing heavily on Friday and deciding

to rest his injured arm until Valencia. As was recently crowned champion Johann Zarco (Team Ajo Kalex), who never found feeling from his front tyre.

But mostly it was the fault of pole-man Alex Rins (Pons Kalex), who put tyre

▲ Alex Rins (centre) celebrating on the top step of the podium after a commendable win

Moto2 RACE RESULT

POS.	RIDER	TIMING
1	Alex RINS	39'00.08
2	Sam LOWES	+6.633
3	Lorenzo BALDASSARRI	+10.408
4	Takaaki NAKAGAMI	+15.536
5	Xavier SIMEON	+16.205

concerns to one side to dominate. Could this be a sign of things to come in 2016? Once past early leader Sam Lowe (Speed Up), Rins steadily built up a six-second lead to cruise to his second win in the class.

Lowe soon turned his attention to the advancing Thomas Luthi (Interwetten Kalex), who had superior speed but was using more of his Dunlop rubber in the process. The pace soon told as Luthi ran off track at MG hairpin, falling on the grass, giving Lorenzo Baldassarri (Forward Racing Kalex) his maiden top-three finish.

"It wasn't easy to keep the focus but I'm so happy," said Rins. "I want to try and keep this same mentality, because now I have more experience than earlier in the year."

Moto3: Début Win for Bastianini

IF DANNY KENT (LEOPARD

Honda) felt that securing his first world title was a mere formality after his only serious challenger Enea Bastianini (Gresini Honda) qualified 29th, he was very much mistaken. The year's most chaotic race saw Kent narrowly escape disaster when Francesco Bagnaia (Aspar Mahindra) crashed behind at Honda Hairpin, pushing the Englishman off track on lap 10.

In a frantic rush to retrieve positions, Kent collided with Nico Antontelli (Ongetta Honda) on the exit of the Southern Loop. The Briton crashed and brought down Bastianini.

That left a frantic six-way scrap for the win, Miguel Oliveira (Red Bull KTM) inching clear of Efen Vazquez (Leopard Honda) on the final lap to win. Oliveira's team-mate, Brad Binder, was third in a top-five covered by two-tenths. The



Moto3 RACE RESULT

POS.	RIDER	TIMING
1	Miguel OLIVEIRA	37'34.7
2	Efen VAZQUEZ	+0.132
3	Brad BINDER	+0.161
4	Jorge NAVARRO	+0.170
5	Jakub KORNFEIL	+0.288

▲ Oliviera rode a fantastic race claiming top spot at Phillip Island

Portuguese's fourth win of 2015 maintained his slim title hopes, 40 points behind Kent.

"I wanted to go into the last lap in second and I got good slipstream on the straight," he said. "That enabled me to start the last lap with a little gap which I was able to defend very well."



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REPORT: NEIL MORRISON PHOTOGRAPHY: DPPI

Rossi Cracks in Malaysian Heat

Amid these four chaotic days, you often had to remind yourself there was a race on Sunday. It was one that was won brilliantly by Dani Pedrosa, his first dry-weather triumph in 14 months, but one that will be regarded as nothing but a footnote after the season's most controversial moment had everyone, from Hollywood actor Ewan McGregor to the Prime Minister of Spain, voicing their opinion

VALENTINO ROSSI'S PRE-EVENT COMMENTS ON MARC Marquez — accusing the youngster of aiding title-rival Jorge Lorenzo at Phillip Island — backfired so spectacularly that the Italian was close to conceding the world championship at the weekend's close. The bones of their race collision, which caused Marquez to fall and Rossi to accrue a penalty that would force him to start the Valencia finale race from last, will be picked through for months or years to come.

Dramatic? Most definitely. The event was totally in keeping with a season that has never been anything but. Yet, Sunday's race didn't cover Marquez or Rossi in glory. For six crazy minutes the twain were so blinded by their own egos they forgot just what was at stake: the flavour of the entire sport.

MotoGP

THIS WAS THE FIRST RACE OF the season in which Rossi could wrap up the title, but he spurned pre-race suggestions he could be champion in the race also saw him become the rider with most GP starts in history. As afternoon

free practice pace showed, both he and Lorenzo were level pegging behind the Repsol Hondas.

The talking point of the race, and indeed of the season, came on lap seven, as Rossi and Marquez were locked in a

▲ Rossi finally teaches Marquez a lesson

titanic scrap for third. The result was ugly. Rossi's decision to slow down and run Marquez wide at turn 14 while staring at his rival suggested he had finally lost his cool.

Marquez ended up crashing as the two bikes tangled. Honda suggested Rossi had kicked out the Honda, though helicopter evidence suggested otherwise. Whatever, even Yamaha boss Lin Jarvis called it "an unacceptable move".

"What I didn't expect is that he would take his leg and push my handlebar and front brake," said Marquez.

Rossi denied any such contact. "I didn't want to make Marquez crash, and I didn't kick him. I only wanted to slow him down, make him lose time."

The clash came after three laps of ►



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scarily close racing. To Rossi's dismay, Marquez had ignored his pleas to "ride his own race". The pair changed positions nine times on the fifth lap alone, with Rossi coming close to crashing once as he aimed to maintain position. His waves of frustration — like someone swishing away an annoying insect — went unheeded. The Italian was mad because he could see Lorenzo escaping in second, as he had done in Australia. Marquez's willingness to fight needed no explanation.

"Marquez won. He decided the championship and he made me lose. I think that he will be very happy," said Rossi, feeling Marquez's intentions of helping Lorenzo — particularly when he ran off track, allowing Lorenzo past — were clear.

Marquez retorted by saying that his early race problems and braking instability were similar to Aragon, where he fell. "I followed and could see I could be faster. I tried to do my race, overtake him, and push away. But he was overtaking, going wide, coming back," offered the reigning champ.

Race Direction reviewed the incident after the race. Race Director Mike Webb concluded Rossi's kick wasn't intentional. Yet Marquez "was deliberately trying to affect his pace". Thus, "Valentino reacted to what he saw as provocation and the manoeuvre was against the rules".

His punishment was three penalty points. Added to the one he picked up for disturbing Lorenzo's qualifying lap in Misano, four points meant he must start the next race from the back of the grid.



▲ Rossi and Marquez's clash was the highlight of the race, however, Pedrosa was the man in charge at Sepang

MotoGP RACE RESULT		
POS.	RIDER	TIMING
1	Dani PEDROSA	40'37.691
2	Jorge LORENZO	+3.612
3	Valentino ROSSI	+13.724
4	Bradley SMITH	+23.995
5	Cal CRUTCHLOW	+28.721

What a moment — ranking alongside Rossi's clashes with Max Biaggi (Barcelona, 2001), Sete Gibernau (Jerez, 2005) and Casey Stoner (Laguna Seca, 2008) — and one that made the remaining 13 laps feel redundant.

That was a great shame, especially for Pedrosa, who led from the first corner, and built upon an early advantage to effortlessly stretch his lead over Lorenzo to 3.6 seconds at the flag. Pole position and a race win, yet the Spaniard barely received a headline.

"I'm happy to escape and be unaware of the problems behind," he said as he moved two points above Iannone in the fight for fourth overall. "I've been very strong, had a good feeling with the bike and could perform very well."

The incident was a shame for Lorenzo, too, whose early race brilliance was overlooked. Locked behind the fast-starting Dovizioso and Iannone after the first corner, Lorenzo knew he had to act fast. And act fast he did, first by dispatching with both Ducatis in one out-braking move at turn four on lap one. A lap later he was by Rossi, braking later

at turn one.

With Marquez running off track at turn four a lap later, Lorenzo gave chase to Pedrosa, but once the deficit rose above one second on lap 11, he recognised second would suffice. The result reduced his championship deficit from 11 to seven points.

Instead of taking the positives, Lorenzo criticised Rossi's penalty, feeling he got off lightly because of his name. "Contact is one thing, another is to pull a bike straight, look at the rider and pull the leg out to make him crash. This shouldn't be accepted," he railed.

A subdued Rossi came home a distant third; surely knowing some kind of penalty was forthcoming. The Italian missed the post-race press conference but put forth his case to the press that evening.

Bradley Smith (Monster Yamaha) overturned a trying weekend by riding to a strong fourth, after reeling in and passing Crutchlow on lap 11. Twenty-four-year-old Smith credited a set-up gamble between warm-up and the race, which gave him more grip on the greasy Sepang surface, for his best dry showing of the year.

"We were in a really difficult situation on Friday, but we slowly turned it round," he said. Crutchlow couldn't find the correct feeling with his front brake, which he felt was overheating, as he took fifth. He then apologised to Dovizioso for knocking him off in the fast turn six. "I clipped him and it was just a complete racing incident. I feel so bad," he said.

Daniilo Petrucci found great braking stability in his Pramac Ducati to claim a fine sixth — "The toughest race of my life," he claimed — after negotiating his way through a group that included the Ecstar Suzukis of Aleix Espargaro, Viñales and Pol Espargaro (Monster Yamaha). Stefan Bradl (Aprilia) was an impressive 10th.

Nicky Hayden (Aspar Honda) was disappointed to have missed out on points as he once again came home a frustrating 16th, after losing the front on several occasions. "I had to slow down or else there was no way I was going to finish."



▼ Pedrosa performed exceptionally well



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Moto2

IN 2015 JOHANN ZARCO (AJO Kalex) can call upon reserves of strength he hadn't previously known existed. Twice he appeared beaten in the punishing heat, as race-long leader Thomas Luthi (Interwetten Kalex) only occasionally showed signs of wilting.

The lead hovered between 0.6 seconds and one second for the majority of the race, until Zarco made his final push with three laps to go. By then Luthi had used up all his edge grip and was powerless as Zarco first shot beneath him for his eighth win of the year. "I figured that if I stuck to him, it would be the two of us fighting for first and second place and that was how it ended up," said Zarco.

Phillip Island winner Alex Rins (Pons Kalex) couldn't keep up in the early stages, then lost the front at turn nine on lap 10. Pressuring Rins from the start, Jonas Folger (AGR Kalex) inherited the final podium slot.



Moto2 RACE RESULT		
POS.	RIDER	TIMING
1	Johann ZARCO	40'37.772
2	Thomas LUTHI	+0.598
3	Jonas FOLGER	+9.846
4	Takaaki NAKAGAMI	+14.139
5	Lorenzo BALDASSARRI	+16.440

▲ After finishing seventh in Australia, Zarco was back on top in Sepang



Moto3

NEARING THE END OF THE Moto3 race, Danny Kent (Leopard Honda) was moments from winning the world championship. Starting the last lap, he sat fifth in a seven-rider train, just behind Miguel Oliveira (Red Bull KTM), the only man who could prolong Britain's 38-year wait for a GP title. Hold the position and the title would be his. Easy.

Not so. For this isn't the Danny Kent that dominated the start of the year. Until the final exchanges, Kent had ridden like a man with the weight of the world on his shoulders. Sixteenth at the close of lap two, he gradually made his way towards the leading group.

By then, Oliveira was watching over the pack, plotting his final move, with the kind of seasoned control you'd expect of a potential champion. His last corner move on team-mate Brad Binder to win while Kent was shuffled back to seventh showed how one man's

▼ Oliveira, Fenati and Binder engaged in a tussle early on in the race

confidence had faded and the other's grown. Jorge Navarro (Estrella Galicia Honda) was third.

"I didn't see any info on my board about Danny, so I forgot about him and went for the victory," said Oliveira, 24 points in arrears with 25 left to play.



Moto3 RACE RESULT		
POS.	RIDER	TIMING
1	Miguel OLIVEIRA	40'33.277
2	Brad BINDER	+0.089
3	Jorge NAVARRO	+0.273
4	Niccolò ANTONELLI	+0.305
5	Romano FENATI	+0.416

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‘Sometimes Tension Can Make You Weaker, Sometimes Stronger’

There had never been a MotoGP finale like it: the world's favourite rider sent to the back of the grid, lawyers and the Court of Arbitration for Sport involved, media overkill and fans delirious with hatred and booing the incoming and outgoing world champions. The atmosphere was fevered, the off-track furore at times obscuring the on-track action. This was definitely MotoGP's weirdest weekend, worthy of a Hunter S Thompson novel

REPORT: **MAT OXLEY** PHOTOGRAPHY: **DPPI**

MotoGP

THERE WAS NO WAY THIS race was going to go off without a thousand conspiracy theories.

No-one was surprised when Lorenzo got the holeshot. The bigger question was would he be able to add to his historical feat of six start-to-finish race victories? Marquez was immediately in his slipstream, with Pedrosa and Iannone behind. Meanwhile, Rossi had zapped six rivals on the way to the first turn and ended the first lap in 15th. If the Hondas

could get stuck in with Lorenzo, the race for the title was still on.

While Rossi continued his nothing-to-lose charge through the pack — carving past slower riders to move into eighth by lap six — Lorenzo stretched his advantage over Marquez to six-tenths at one-third race distance. Surely, the championship would be his. But then Marquez started closing the gap. By half distance he was just three-tenths behind, his RCV shaking and squirming, while Lorenzo's Mi was

▲ Lorenzo may have won the championship, but Rossi was the people's champion after the race

on rails. At the same time, Rossi had got through to fourth, though way behind the leading trio.

Then as the race entered its final third, Pedrosa closed on Lorenzo and Marquez at a rate of knots. During these final few races his smoother technique has gelled better with the RCV.

Marquez's body language, loud as always, suggested he was building up to something. But he had a problem. Valencia is a narrow, one-line track which



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makes overtaking next to impossible. Five of the last nine dry races at the circuit didn't feature a single change of leader. And his bike wasn't working as well as Lorenzo's. Most crucially, the M1 had far superior corner-exit traction, so Marquez could never get the drive out of one corner that would get him close enough to take a lunge at the next.

It seemed as if he had only one option: make a mad stab at Lorenzo at the final corner on the last lap. There Lorenzo

would surely not risk a crash by closing the door and also he wouldn't have a chance to counter-attack.

We never found out because, with two laps to go, Pedrosa was on Marquez's tail. The diminutive former 125 and 250 champ got a better drive out of Turn Six and snuck inside his team-mate at the 120-mph (193-km/h) Turn Seven, but ran wide through the Turn Eight hairpin and Marquez was straight back past him again. Pedrosa didn't get another chance

▲ Team Yamaha had reason to cheer; after all they made two Championship-winning bikes

◀ The unofficial champion acknowledges his multitude of fans at the World Champ's home ground

and Lorenzo's last lap was inch-perfect so Marquez never got close enough to make a realistic lunge. Or was he working as Lorenzo's bodyguard, as Rossi insisted?

Five more laps and everything might have been different. Pedrosa's tyres were in better shape, so he surely would've won the race, leaving Marquez and Lorenzo to fight over second. If Marquez had won that duel, then Rossi would've been champ. Even as the trio crossed the line, the conspiracy theorists were crying: fix!

Six-tenths covered the top three, Rossi rolling across the line way back in fourth, disconsolate but acknowledging the roar of the crowd; he was still the people's champ. Meanwhile, there was plenty of booing as the top three took to the podium. Lorenzo couldn't have cared less. After the tensest title fight in decades, he was drunk with joy. "Normally, I don't cry but this time I couldn't avoid it," he said. Asked if he deserved the title over his team-mate, he added, "Yes, because I beat him on victories, poles, fastest laps. The beginning of my season was bad. Then it was very high pressure, but I managed to get the best out of myself. There couldn't have been more drama over or pressure the last few weeks, so now I am super emotional, super happy and super proud." ►



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MotoGP RACE RESULT

POS.	RIDER	TIMING
1	Jorge LORENZO	45'59.364
2	Marc MARQUEZ	+0.263
3	Dani PEDROSA	+0.654
4	Valentino ROSSI	+19.789
5	Pol ESPARGARO	+26.004

Rossi was also full of emotion, but of a different kind. "Since Phillip Island the situation has got worse and worse," he said. "When I had to start the race from last, I knew my championship was finished because I'm sure Marc wanted to finish his work and protect Jorge. The race was embarrassing and the last lap was bad for the sport."

Marquez wasn't at all happy with that. "I feel insulted — I always give 100 per cent," said the outgoing champ. "I tried to fight for first position and I took a lot of risks to stay with Jorge — if I had wanted to help him, I would've stayed five seconds behind him. The temperature was five degrees warmer than yesterday, so I struggled, especially with front feeling. Victory was possible, but when Dani overtook me, I lost some tenths and it was impossible to catch Jorge."

Pedrosa, the only man not embroiled in

Lorenzo might have won the championship, however, the world thinks otherwise

Rossi overtook six riders before the grid reached C1



the Rossi/Lorenzo/Marquez triangle of hatred, came on strong in the late stages because he had struggled during the early laps. "The forks were bottoming with a full tank, so I lost time," he said. "So I calmed down, managed the tyres and from mid-race I tried again and could catch them. I tried to attack but got into the hairpin too hot and ran wide."

Rossi finished 19.7 seconds down after losing 12 seconds cutting through the pack to fourth.

Such was the tension up front and such

MotoGP CHAMPIONSHIP STANDINGS

POS.	RIDER	BIKE	PTS.
1	Jorge LORENZO	Yamaha	330
2	Valentino ROSSI	Yamaha	325
3	Marc MARQUEZ	Honda	242
4	Dani PEDROSA	Honda	206
5	Andrea IANNONE	Ducati	188
6	Bradley SMITH	Yamaha	181
7	Andrea DOVIZIOSO	Ducati	162
8	Cal CRUTCHLOW	Honda	125
9	Pol ESPARGARO	Yamaha	114
10	Danilo PETRUCCI	Ducati	113

was the furore of the previous few weeks that whatever went on behind Rossi went largely unnoticed. And the front-running pace was so hot that fifth-place finisher Pol Espargaro was 26 down on Lorenzo at the flag. He beat team-mate Smith for only the fourth time in 18 races, the Briton grabbing sixth place from a struggling Dovizioso on the final lap. Ducati team-mate Iannone crashed out on three while chasing the top three.

Alex Espargaro was eighth, almost two seconds clear of Crutchlow, who also started from the back row after his number-one bike had an engine problem on the sighting lap. Danilo Petrucci (Pramac Ducati), one of the few who moved over to let Rossi through, beat Maverick Viñales (Ecstar Suzuki) by a fraction for tenth.

Hayden's final fling had him 17th at the finish, just 1.5 seconds off the final point, which went to Redding, having a tough final outing on his RC213V.



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Moto2

OUTGOING MOTO2 CHAMP

Tito Rabat (Estrella Galicia Kalex) made a heroic return from a broken arm with his 13th win the class, just days before embarking on his MotoGP career.

The Spaniard dominated the race —

restarted after an earlier multiple crash — fighting off some serious pressure from top rookie Alex Rins (Paginas Amarillas Kalex). Finally, Rins relented, aware that third place would be good enough to give him second overall ahead of Rabat, who

▼ Rabat (1) and Rins (40) leading the pack



Moto2 RACE RESULT

POS.	RIDER	TIMING
1	Tito RABAT	28'48.831
2	Alex RINS	+0.309
3	Thomas LUTHI	+3.347
4	Lorenzo BALDASSARRI	+3.644
5	Sam LOWES	+5.140

had missed the previous three races due to injury.

Rabat crossed the finish-line three-tenths of a second ahead, with Thomas Luthi (Derendinger Kalex) a further three seconds further back. Luthi had been second in the early stages but didn't have the pace to resist Rins, then had his hands full dealing with the very real threat of the up-and-coming Lorenzo Baldassarri (Forward Kalex), who he bettered by less than three-tenths.

Sam Lowes (Speed Up) was a comfortable fifth to secure fourth overall in the championship, behind champ Johann Zarco (Ajo Kalex) who lacked the feeling to find his usual speed.

Moto3

DANNY KENT (LEOPARD

Honda) could hardly have made his last-gasp chance to take the Moto3 title any more nerve-racking. The man who needed to finish 14th to take the crown if on-form Miguel Oliveira (Red Bull KTM) won the race qualified way down in 18th, leaving him with a mountain to climb.

In the early stages while Oliveira battled for the last, Kent languished in 13th and 14th, in the midst of Moto3's nest of vipers. As Oliveira seemed to take control out front, Kent moved up to 11th, but still far from safe.

In the final laps Oliveira was just ahead of local Jorge Navarro (Estrella Galicia Honda), Efren Vazquez (Leopard Honda) and Romano Fenati (Sky VR46 KTM), with Brno winner Niccolò Antonelli (Ongetta Honda) closing rapidly. At the final corner the



▲ Three riders, including Vazquez (7) and Fenati (5) involved in a big crash

Italian teenager got over-excited, his attack going awry: he fell, taking Vazquez and Fenati with him. That put Oliveira, Navarro and Jakub Kornfeil on the podium, while Hiroki Ono cheekily overtook team-mate Kent in the closing moments of the race.



▲ Oliviera held his own to claim victory less than two-tenths ahead

Moto3 RACE RESULT

POS.	RIDER	TIMING
1	Miguel OLIVEIRA	40'09.792
2	Jorge NAVARRO	+0.198
3	Jakub KORNFEIL	+2.090
4	Brad BINDER	+2.121
5	Enea BASTIANINI	+2.975



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Jordi Impresses under Floodlights

Aprilia's Jordi Torres claimed his maiden WSBK win in race one under the floodlights at Qatar

REPORT: RAVI CHANDNANI PHOTOGRAPHY: DPPI

As the floodlights recreated sunlight at Qatar, Jordi Torres of Aprilia Red Devils emerged as the ultimate winner of race one, followed by the Kawasaki duo.

As in most of the races earlier in the season, Kawasaki Racing team's Tom Sykes took an early lead with the 2015 champion and team-mate, Jonathan Rea, and Chaz Davies of Ducati following him for the initial bit. With the top three riders battling it out at the front, Jordi Torres patiently waited in sixth spot. Meanwhile, front-runner Davies started dropping back and by the end of lap five he had gone from second to fourth while Rea had moved to second and Alex Lowes of Crescent Suzuki was now running in third.

On lap five, Torres started to push harder and by the end of lap six he went from sixth to third, overtaking Davies and Lowes on the way. By now Sykes was leading, followed by Rea and Torres, while Davies and Lowes were slugging it out for fourth place. On lap 10, Rea overtook

Sykes for the lead and, two laps later, Torres challenged the 2015 champion for the lead. Following a bold move in C1, the Spaniard went past the champ and took the lead.

Meanwhile, behind them Sykes was running a lonely third. However, the battle for the fourth place between Davies and Michael van der Mark of PATA Honda was just brewing. From lap 13, Torres simply defended his lead against the reigning champion and took the chequered flag at the end of lap 17. It was the Spaniard's first win in his debut season in WSBK and he also managed to maintain Aprilia's cent per cent podium finish in Qatar.

Meanwhile, Rea finished second with his team-mate Sykes coming home in a lonely third place. After an intense battle with van der Mark, Davies of Ducati was able to finish fourth, further strengthening his championship standing.

Race two was crucial for Sykes and Davies as the second place in the championship was still open. The race started off with Rea leading the way, followed by Chaz in second and Sykes in

third. However, the order changed quickly as Davies made his move early on in the race and, by the end of lap two, he had already slipped into the lead. Sykes also slipped further down the order, allowing Aprilia's Leon Haslam to pass and take third place. By the end of lap five, Haslam had already slipped into the second place by making a move on Rea, who was having difficulties with his bike. By lap six Rea was out of the race due to technical difficulties. However, his team-mate Sykes had moved up the order into third place. Come lap seven and Haslam made his move on Chaz Davies, taking the lead from the Englishman. After an intense battle that lasted till the end, Haslam finally emerged as the ultimate winner, giving Aprilia another reason to celebrate. Davies held fast to the second spot, with Sykes ending the season in third place. Davies' second-place finish assured him the second overall place in the championship, which broke Kawasaki's hope for a perfect one-two riders' championship finish. V D Mark of PATA finished a well-deserved fourth. **BYCE**



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MAHINDRA GUSTO by Crystelle Rita Nunes

WHEN I WAS GIVEN THE KEY to the Mahindra Gusto, I had expected it to be like any other scooter, but it isn't. Scooters should be comfortable and the Gusto certainly is that. The seat is well-padded and wide, which makes commutes comfy. At the same time, it's a very spacious scooter and there is no sense of being cramped even with a pillion on board. The floor-board too offers more space than the usual crop of scooters on sale in the country. This month the Gusto also went in for a spot of servicing and I am happy to say that the servicing quality was spot on. The technicians from Mahindra not only turned out to be punctual while picking the bike up but also returned it on time. The scooter seems to be running better after a bit of TLC. Stay tuned for more on life with Mahindra's feature-rich scooter.



TVS STAR CITY+ by Aniruddha Mulgund

IHAVE CLOCKED WELL OVER 3,000 kilometres on my long-term TVS Star City+ so far, most of these within the confines of the city. I cannot help marvelling at the fuel efficiency that the Star City+ delivers. In addition to everyday commuting, the motorcycle was recently subjected to a substantially lengthy ride to Manchar in Pune district. Although this commuter bike began broke into a sweat beyond the 75-km/h mark, its wide handlebar and comfortable riding posture proved a boon on this 60-km ride. Given its frugal fuel consumption, the ride turned out to be extremely economical too. However, this trip to Manchar has taken a toll on the front brake which might now need a replacement. Seems like it's time to visit the friendly chaps at the TVS Motors service centre.

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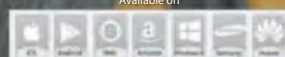
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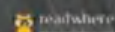
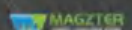
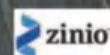
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	PRICE (Rs, OTR PUNE) *Ex-showroom	ENGINE CAPACITY (cc)	PEAK POWER PS/RPM	PEAK TORQUE Nm/RPM	NUMBER OF GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATING
Bikes															
aprilia APRILIA www.aprilia.com															
MANA															
 We Say: The only lightweight motorcycle with an automatic transmission. Also See: No options yet.															
Mana 850 GT ABS	14.64 lakh	839.9	76/8000	73/5000	A/7	218	NA	NA	16	NA	✓	✓	✓	NA	NA
DORSODURO															
 We Say: An absolute hoot of a dual-purpose bike. Also See: BMW R 1200 GS															
Dorsoduro 1200 ABS	16.70 lakh	1197	130.5/ 8700	115/7200	6	NA	NA	NA	15	NA	✓	✓	✓	NA	NA
CAPONORD															
 We Say: NA. Also See: Ducati Multistrada 1200, BMW R 1200 RT															
1200 ABS	18.04 lakh	1197	125/8250	114/6800	6	NA	NA	NA	24	NA	✓	✓	✓	NA	NA
Rally	21.01 lakh	1197	125/8250	114/6800	6	228	NA	NA	24	NA	✓	✓	✓	NA	NA
TUONO															
 We Say: NA. Also See: Honda CB1000R, Triumph Speed Triple, Yamaha FZ1															
V4R 1100 R	20.07 lakh	1077	175/11000	120/9000	6	185	NA	NA	18.5	NA	✓	✓	✓	NA	NA
V4 1100 Factory	21.20 lakh	1077	175/11000	120/9000	6	184	NA	NA	18.5	NA	✓	✓	✓	NA	NA
RSV4															
 We Say: NA. Also See: BMW S 1000 RR, Ducati Panigale R, Honda CBR 1000RR, Yamaha YZF-R1, Suzuki GSX-R 1000, Kawasaki Ninja ZX-10R															
RSV4 RR	22.43 lakh	999.6	201/13000	115/10500	6	180	NA	NA	18.5	NA	✓	✓	✓	NA	NA
Race Pack LE	24.45 lakh	999.6	201/13000	115/10500	6	180	NA	NA	18.5	NA	✓	✓	✓	NA	NA

www.bikeindia.in

	PRICE (Rs, OTR PUNE) *Ex-showroom	ENGINE CAPACITY (cc)	PEAK POWER PS/RPM	PEAK TORQUE Nm/RPM	NUMBER OF GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATING
 BMW MOTORRAD www.motorrad-deutschemotoren.in															
TOUR															
 We Say: Among the most powerful and refined touring bikes available today. Also See: Kawasaki Ninja 1000, Aprilia Caponord 1200, Moto Guzzi Sport, Honda GL1800 Gold Wing															
R 1200 RT	22.95 lakh*	1170	110/7750	120/6000	6	263	NA	NA	25	NA	✓	✓	✓	NA	NA
K 1600 GT	27.00 lakh*	1649	160/7750	175/5250	6	332	NA	NA	24	NA	✓	✓	✓	NA	NA
K 1600 GTL	29.65 lakh*	1649	160/7750	175/5250	6	348	NA	NA	26.5	NA	✓	✓	✓	NA	NA
ENDURO															
 We Say: Arguably the best all-round motorcycle there is. Also See: Aprilia Dorsoduro, Ducati Multistrada, Triumph Tiger Explorer															
R 1200 GS	18.60 lakh*	1170	125/7750	125/6500	6	238	NA	NA	20	NA	✓	✓	✓	NA	NA
R 1200 GS Adventure	20.75 lakh*	1170	125/7750	125/6500	6	260	NA	NA	30	NA	✓	✓	✓	NA	NA
ROADSTER															
 We Say: NA. Also See: Aprilia Tuono V4R, Benelli TnT 1130, Kawasaki Z1000, Moto Guzzi Griso, Triumph Speed Triple.															
R nineT	23.50 lakh*	1170	110/7550	119/6500	6	222	NA	NA	18	NA	✓	✓	✓	NA	NA
R 1200 R	16.65 lakh*	1170	110/7500	119/6000	6	227	NA	NA	18	NA	✓	✓	✓	NA	NA
S 1000 R	25.00 lakh	999	160/11000	112/9750	6	183	NA	NA	17.5	NA	✓	✓	✓	NA	NA
K 1300 R	19.20 lakh*	1293	175/9250	140/8250	6	243	NA	NA	19	NA	✓	✓	✓	NA	NA
SPORT															
 We Say: NA. Also See: Aprilia RSV4, Honda CBR 1000RR, Suzuki GSX-R 1000, Yamaha YZF-R1, Kawasaki Ninja ZX-10R, ZX-14R															
S 1000 RR	21.10 lakh*	999	199/13500	113/10500	6	204	NA	NA	17.5	NA	✓	✓	✓	NA	NA
K 1300 S	21.95 lakh*	1293	177/9250	140/8250	6	245	NA	NA	19	NA	✓	✓	✓	NA	NA
 DSK BENELLI www.dskbenelli.com															
TnT 300															
 We Say: Extremely well-balanced entry twin-cylinder motorcycle. Also See: Kawasaki Z250, KTM 390 Duke															
TnT 300	3.54 lakh	300	38/11500	26.5/10000	6	196	NA	NA	16	NA	✓	✓	✗	NA	NA
TnT 600															
 We Say: Rather affordable four-cylinder street and touring machines. Also See: Triumph Street Triple, Kawasaki ER-6n, Ninja 650R, Hyosung GT650N, GT650R															
TnT 600i	6.15 lakh	600	85/11500	54.6/10500	6	231	NA	NA	15	NA	✓	✓	✗	NA	NA
TnT 600 GT	6.70 lakh	600	85/11500	54.6/10500	6	243	NA	NA	27	NA	✓	✓	✗	NA	NA
TORNADO NAKED TRE															
 We Say: Red-blooded three-pot Italian muscle bikes. Also See: Ducati Streetfighter, Kawasaki Z800, Z1000, Triumph Speed Triple, Yamaha FZ-1															
TnT 899	11.00 lakh	898	122/9500	88/8000	6	202	NA	NA	16	NA	✓	✓	✗	NA	NA
TnTR 1130	13.63 lakh	1131	129/8500	110/5250	6	202	NA	NA	16	NA	✓	✓	✗	NA	NA
 DSK HYOSUNG www.dskhyosung.com															
GT250R															
 We Say: 250 V-twin that is dated now. Also See: Honda CBR 250R, Kawasaki Ninja 300, KTM RC 390															
GT 250R	3.50 lakh	249	28/10000	22/8000	5	188	4.02	140	17	NA	✓	✓	✗	Jun 12	★★★★☆
GT650R															
 We Say: A good V-twin sports bike however, a bit costly. Also See: Kawasaki Ninja 650R, Triumph Street Triple															
GT 650R	5.68 lakh	647	74/9000	60.9/7500	6	215	2.61	NA	17	NA	✓	✓	✗	Mar 11	★★★★★
AQUILA															
 We Say: The only 250cc V-twin cruiser in India. Also See: Royal Enfield Thunderbird 500															
GV250 Aquila	3.38 lakh	249	26.5/9500	21.7/7000	6	167	NA	NA	14	NA	✓	✓	✗	NA	NA

	PRICE (Rs, OTR PUNE) *Ex-showroom	ENGINE CAPACITY (cc)	PEAK POWER PS/RPM	PEAK TORQUE Nm/RPM	NUMBER OF GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATING
AQUILA PRO															
 We Say: A big improvement over the ST7 and good value for money. Also See: Harley-Davidson Street 750 and 883 Superlow															
GV650 Aquila Pro	6.20 lakh	647	75/9000	62.1/7500	5	240	NA	NA	16	NA	✓	✓	✗	NA	NA
ST7															
 We Say: A good cruiser but pricey. Also See: Harley-Davidson Street 750 and 883 SuperLow															
ST7	6.99 lakh	678.2	58.5/8000	57.3/7500	5	244	3.09	167	18	NA	✓	✓	✗	Apr 10	★★★★
 DUCATI www.ducati.com															
SCRAMBLER															
 We Say: A fun and agile Ducati you can use everyday. Also See: Hyosung GT650N, Kawasaki Ninja ER-6n, Triumph Street Triple															
Icon	6.38 lakh*	803	75/8250	68/5750	6	186	NA	NA	13.5	NA	✓	✓	✓	NA	NA
Classic	7.54 lakh*	803	75/8250	68/5750	6	186	NA	NA	13.5	NA	✓	✓	✓	NA	NA
Full Throttle	7.54 lakh*	803	75/8250	68/5750	6	186	NA	NA	13.5	NA	✓	✓	✓	NA	NA
MONSTER															
 We Say: Light and nimble, a good buy. Also See: Aprilia Tuono V4R, Benelli TnT, Kawasaki ER-6n, Triumph Street Triple, Speed Triple, Yamaha FZ1															
796 ABS	7.99 lakh*	803	87/8250	78/6250	6	188	2.86	NA	15	NA	✓	✓	✓	Mar 11	★★★★
821 Dark	9.00 lakh*	821.1	112/9250	89/7750	6	188	NA	NA	15	NA	✓	✓	✓	NA	NA
821	9.50 lakh*	821.1	112/9250	89/7750	6	188	NA	NA	15	NA	✓	✓	✓	NA	NA
1200	19.86 lakh*	1198.4	135/8750	118/7250	6	182	NA	NA	17.5	NA	✓	✓	✓	NA	NA
1200 S	24.33 lakh*	1198.4	135/8750	118/7250	6	182	NA	NA	17.5	NA	✓	✓	✓	NA	NA
HYPERMOTARD															
 We Say: A tall road bike with handling of a supersports. Also See: Aprilia Dorsoduro															
Hyperstrada	11.01 lakh*	821.1	110/9250	89/7750	6	204	NA	NA	16	NA	✓	✓	✓	NA	NA
Hypermotard	10.00 lakh*	821.1	110/9250	89/7750	6	198	NA	NA	16	NA	✓	✓	✓	NA	NA
SP	19.10 lakh*	821.1	110/9250	89/7750	6	194	NA	NA	16	NA	✓	✓	✓	NA	NA
MULTISTRADA															
 We Say: The luxury SUV of motorcycles. Also See: BMW R 1200 GS, Moto Guzzi Stelvio, Triumph Tiger Explorer															
1200	14.03 lakh*	1198.4	160/9500	136/7500	6	232	NA	NA	20	NA	✓	✓	✓	NA	NA
1200 Touring	14.93 lakh*	1198.4	160/9500	136/7500	6	232	NA	NA	20	NA	✓	✓	✓	NA	NA
1200 S	16.59 lakh*	1198.4	160/9500	136/7500	6	235	NA	NA	20	NA	✓	✓	✓	NA	NA
1200 S Touring	17.50 lakh*	1198.4	160/9500	136/7500	6	235	NA	NA	20	NA	✓	✓	✓	NA	NA
1200 S Pikes Peak	20.61 lakh*	1198.4	160/9500	136/7500	6	235	NA	NA	20	NA	✓	✓	✓	NA	NA
DIAVEL															
 We Say: Looks big and heavy, but is light and nimble. Also See: Harley-Davidson Night Rod Special, Triumph Rocket III, Yamaha VMAX.															
Diavel	13.83 lakh*	1198.4	162/9250	130.5/8000	6	239	NA	NA	17	NA	✓	✓	✗	NA	NA
Diavel Carbon	16.98 lakh*	1198.4	162/9250	130.5/8000	6	234	NA	NA	17	NA	✓	✓	✗	NA	NA
Diavel Titanium	37.20 lakh*	1198.4	162/9250	130.5/8000	6	234	NA	NA	17	NA	✓	✓	✗	NA	NA
SBK															
 We Say: Powerful track-tool with a price-tag to shame executive sedans. Also See: Triumph Daytona 675R, BMW S 1000 RR, Kawasaki Ninja ZX-14R, Ninja H2, Suzuki Hayabusa															
899 Panigale	13.02 lakh*	898	148/10750	99/9000	6	193	NA	NA	17	NA	✓	✓	✓	NA	NA
1299 Panigale	32.48 lakh*	1285	205/10500	144.6/8750	6	190.5	NA	NA	17	NA	✓	✓	✓	NA	NA
1299 Panigale S	40.07 lakh*	1285	205/10500	144.6/8750	6	190.5	NA	NA	17	NA	✓	✓	✓	NA	NA
Panigale R	46.25 lakh*	1198	205/11500	136.2/10250	6	184	NA	NA	17	NA	✓	✓	✓	NA	NA
 FAB REGAL RAPTOR www.regalraptorindia.com															
CRUISER															
 We Say: NA Also See: Hyosung Aquila GV250															
Cruiser DD350E	2.96 lakh*	320	23.1/8500	22/6500	5	184	NA	NA	12.5	NA	✓	✓	✗	NA	NA

	PRICE (Rs, OTR PUNE) *Ex-showroom	ENGINE CAPACITY (cc)	PEAK POWER PS/RPM	PEAK TORQUE Nm/RPM	NUMBER OF GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATING
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BOBBER

We Say: NA

Also See: Hyosung Aquila GV250



Bobber	3.22 lakh*	320	23.1/8500	22/6500	5	180	NA	NA	14	NA	✓	✓	✗	NA	NA
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DAYTONA

We Say: NA

Also See: Hyosung Aquila GV250



Daytona	3.33 lakh*	320	23.1/8500	22/6500	5	184	NA	NA	12.5	NA	✓	✓	✗	NA	NA
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HARLEY-DAVIDSON www.harley-davidson.in
STREET

We Say: Brilliant all-rounder, the first affordable cruiser with a Harley-Davidson badge.

Also See: Hyosung Aquila Pro GV650



XL750 Street 750	5.15 lakh	749	47.5/NA	59/4000	6	222	3.83	154	13.1	NA	✓	✓	✗	Jun 14	★★★★★
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SPORTSTER

We Say: Value packed, classic and timeless looking motorcycles that proudly boast of their heritage.

Also See: Hyosung Aquila Pro GV650, Hyosung ST7, Suzuki Intruder 800



XL883N Iron	8.25 lakh	883	52/5750	69/3750	5	255	NA	NA	12.5	NA	✓	✗	✗	NA	NA
XL1200X Forty-Eight	10.00 lakh	1202	67/5750	96/3500	5	252	NA	NA	7.9	NA	✗	✓	✗	NA	NA

DYNA

We Say: Comfortable, easy to ride and powerful - these no-nonsense cruisers flaunt their H-D branding.

Also See: Honda VT1300CX, Indian Scout



FXDB Street Bob	11.82 lakh	1585	75/5250	124/3500	6	305	NA	NA	17.8	NA	✓	✗	✓	NA	NA
FXDF Fat Bob	14.74 lakh	1585	76/5250	126/3500	6	320	2.6	NA	18.9	NA	✓	✗	✓	NA	NA

SOFTAIL

We Say: Authentic and original to Harleys, one of their best-selling lines ever

Also See: Indian Chief, Suzuki Intruder M1800R, Triumph Thunderbird



FLSTF Fat Boy	17.07 lakh	1690	78/5250	132/3500	6	331	NA	NA	18.9	NA	✓	✓	✓	NA	NA
FXSB Breakout	18.57 lakh	1690	74/5010	130/3000	6	322	NA	NA	18.9	NA	✓	✓	✓	NA	NA
FLSTC Heritage Classic	18.41 lakh	1690	74/5010	130/3000	6	339	NA	NA	18.9	NA	✗	✓	✓	NA	NA

V-ROD

We Say: As fun to watch as it is to ride - unlike any other Harley-Davidson motorcycle.

Also See: Ducati Diavel, Suzuki Intruder M1800R, Moto Guzzi California, Yamaha VMAX



VRSCDX Night Rod Special	24.39 lakh	1247	120/8000	111/7250	5	302	NA	NA	18.9	NA	✓	✓	✓	NA	NA
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TOURING

We Say: Long distance touring at its finest - torquey, immensely comfortable and of course addictive

Also See: Indian Chieftain, Moto Guzzi California



FLHR Road King	28.02 lakh	1690	86/5010	138/3500	6	371	NA	NA	22.7	NA	✓	✓	✓	NA	NA
FLHXSE Street Glide Special	32.91 lakh	1690	86/5010	138/3500	6	372	NA	NA	22.7	NA	✓	✓	✓	NA	NA

CVO

We Say: The most expensive set of two wheels in India.

Also See: BMW K 1600 GT L, Honda GL1800 Gold Wing, Indian Roadmaster



FLHTKSE CVO Limited	53.62 lakh	1801	96/5010	156/3750	6	433	NA	NA	22.7	NA	✗	✓	✓	NA	NA
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HERO MOTOCORP www.heromotocorp.com
HF

We Say: All the Hero MotoCorp qualities at an affordable price.

Also See: TVS Star, Yamaha Crux, Bajaj Platina






















HF Dawn	43,813	97.2	7.8/7500	8.04/4500	4	109	NA	NA	10.5	NA	✓	✗	✓	NA	NA
HF Deluxe	46,425	97.2	7.8/7500	8.04/4500	4	109	9.39	91.11	10.5	68.25	✗	✗	✗	Jan 07	★★★★★
HF Deluxe Eco	50,705	97.2	7.8/7500	8.04/4500	4	112	9.39	91.11	10.5	68.25	✓	✓	✗	NA	NA



	PRICE (Rs, OTR PUNE) *Ex-showroom	ENGINE CAPACITY (cc)	PEAK POWER PS/RPM	PEAK TORQUE Nm/RPM	NUMBER OF GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATING
SPLENDOR															
 <p>We Say: Perfect commuter if you can do with the looks. Also See: TVS Star Sport, Honda CD110 Dream, Yamaha YBR 110, Bajaj Platina</p>															
Splendor+	50,080	97.2	7.4/8000	7.95/5000	4	109	NA	NA	11	NA	✓	✓	✓	NA	NA
Splendor NXG	52,735	97.2	7.8/7500	8.04/4500	4	112	NA	NA	11	NA	✓	✓	✓	NA	NA
Splendor Pro	50,745	97.2	7.8/7500	8.04/4500	4	112	NA	NA	11	NA	✓	✓	✓	NA	NA
Splendor Pro Classic	55,337	97.2	8.4/7500	8.04/4500	4	112	NA	NA	11	NA	✓	✓	✓	NA	NA
Splendor iSmart	55,346	97.2	7.8/7500	8.04/4500	4	112	8.0	90	8.7	77	✓	✓	✓	May 14	★★★★☆
PASSION															
 <p>We Say: A Splendor will save you a few grand. Also See: Yamaha Crux, Bajaj Platina, Mahindra Centuro</p>															
Passion Pro	53,136	97.2	7.8/7500	8.04/4500	4	116	NA	NA	12.8	NA	✓	✓	✓	NA	NA
Passion Pro ES	57,303	97.2	7.8/7500	8.04/4500	4	119	NA	NA	12.8	NA	✓	✓	✓	NA	NA
Passion X Pro	60,218	109.1	8.7/7500	9.36/5500	4	116	8.02	95.82	9.5	70	✓	✓	✓	Apr 13	★★★★☆
SUPER SPLENDOR															
 <p>We Say: Splendor hops onto the 'executive' bandwagon. Also See: Honda Shine, Suzuki SlingShot, TVS Phoenix,</p>															
Super Splendor	57,703	124.7	9.12/7000	10.35/4000	4	121	6.99	100.83	13	73.25	✓	✓	✓	Oct 10	★★★★☆
GLAMOUR															
 <p>We Say: The Glamour actually looks much better than the Super Splendor. Worth the extra dough. Also See: Bajaj Discover 125, TVS Phoenix, Yamaha Saluto</p>															
Glamour	60,995	124.7	9.13/7000	10.35/4000	4	125	9.64	94.9	13.6	72.75	✓	✓	✓	Sep 05	★★★★☆
Glamour FI	71,416	124.7	9.13/7000	10.35/4000	4	129	8.80	94.9	12	80.75	✓	✓	✓	Aug 06	★★★★☆
IGNITOR															
 <p>We Say: Stunner in a new avatar. Also See: Honda CB Stunner, Yamaha Saluto</p>															
Ignitor	66,330	124.7	11/8000	11/5000	5	129	6.50	100.3	9	62.25	✓	✓	✓	Oct 12	★★★★☆
ACHIEVER															
 <p>We Say: Every bit a Unicorn, except for the ride quality. Also See: Bajaj Discover 150, Honda CB Unicorn, Suzuki GS150R</p>															
Achiever	66,518	149.1	13.5/8000	12.8/5000	5	138	6.25	110.8	12.5	57.5	✓	✓	✓	Dec 05	★★★★☆
HUNK															
 <p>We Say: Stunning looks, efficient engine and good performance. Also See: Bajaj Pulsar 150, Honda CB Trigger, Suzuki Gixxer, TVS Apache RTR160</p>															
Hunk (F/R Disc)	78,743	149.2	14.4/8500	12.8/6500	5	146	5.08	107.16	12.54	51	✓	✓	✓	Dec 07	★★★★☆
XTREME															
 <p>We Say: Pricey but much better than the CBZ and the Achiever. Too skinny at the front. Also See: Bajaj Pulsar 150, Honda CB Trigger, Suzuki Gixxer, TVS Apache RTR160</p>															
Xtreme	75,424	149.2	14.4/8500	12.8/6500	5	145	5.55	110.8	12.4	60.25	✓	✓	✓	Nov 06	★★★★☆
Xtreme Sports	83,100	149.2	15.8/8500	13.5/7000	5	145	5.67	109.6	12.4	47.25	✓	✓	✓	Sep 15	★★★★☆
KARIZMA															
 <p>We Say: The most well-rounded performance bike around. Spares are an issue though. Also See: Bajaj Pulsar 220, TVS Apache RTR180, Yamaha YZF-R15</p>															
Karizma R	91,892	223	19.47/7500	19.35/6000	5	154	NA	NA	15	NA	✓	✓	✓	NA	NA
Karizma ZMR	1.15 lakh	223	20.26/8000	19.7/6500	5	157	NA	NA	15.3	NA	✓	✓	✓	NA	NA
HONDA www.honda2wheelersindia.com															
CD110 DREAM															
 <p>We Say: NA. Also See: Bajaj Discover 100M, TVS Star City, Yamaha Crux</p>															
CD110 Dream	53,012	109	8.36/7500	8.63/5500	4	105	7.82	86	8	72.5	✓	✓	✓	Nov 14	★★★★☆
DREAM NEO															
 <p>We Say: One of the most fuel efficient bikes in the country. Also See: Bajaj Discover 100, TVS Star City, Suzuki Hayate</p>															
Dream Neo	54,214	109	8.36/7500	8.63/5500	4	105	7.82	96.5	8	72.5	✓	✓	✓	Aug 13	★★★★☆













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DREAM YUGA															
 We Say: One of the most fuel efficient bikes in the country. Also See: Bajaj Discover 100, Suzuki Hayate, TVS Star City, Yamaha Saluto															
Dream Yuga	57,481	109	8.36/7500	8.63/5500	4	108	7.82	96.53	8	72	✓	✓	✗	Aug 12	★★★★★
LIVO															
 We Say: Good styling and performance always welcome in the commuter segment. Also See: Suzuki Hayate, TVS Star City, Yamaha Saluto															
Livo	64,190	109.2	8.36/7500	8.63/5500	4	111	NA	NA	8.5	NA	✓	✓	✗	NA	NA
CB SHINE															
 We Say: Low gearing make it really quick through gears. Top speed could have been better with taller gearing. Also See: Hero Glamour, TVS Phoenix, Yamaha YBR 125															
CB Shine	64,507	124.7	10.4/7500	10.7/5500	4	121	7.04	100.4	11	78.75	✓	✓	✗	May 06	★★★★★
CBF STUNNER															
 We Say: A worthy competitor to the Yamaha SS 125. Also See: Hero Ignitor, Yamaha YBR 125															
CBF Stunner	66,241	124.7	11.15/8000	11/6500	5	128	6.57	100.8	10	61	✓	✓	✗	Sep 08	★★★★★
CB UNICORN															
 We Say: One of the smoothest mills around. Great ride-handling combo. Almost indestructible. Also See: Bajaj Pulsar 150, Hero CBZ X-treme, Hero Achiever, Suzuki GS150R															
CB Unicorn	75,385	149.1	13.5/8000	12.8/5500	5	146	6.10	111.3	13	58.92	✓	✓	✗	Dec 06	★★★★★
CB TRIGGER															
 We Say: A perfect premium all-rounder for the youth. Also See: Bajaj Pulsar 150, Yamaha FZ-S, Suzuki GS150R															
CB Trigger	77,185	149.1	14.2/8500	12.7/6500	5	137	5.45	112.3	12	55.70	✓	✓	✗	NA	NA
CB Trigger CBS	87,764	149.1	14.2/8500	12.7/6500	5	138	5.45	112.3	12	55.70	✓	✓	✗	Jul 13	★★★★★
CB UNICORN 160															
 We Say: Slightly larger and more powerful Unicorn. Also See: Bajaj Pulsar 180, Suzuki GS150R, TVS Apache RTR160															
CB Unicorn 160	81,136	162.7	14.7/8000	14.6/6000	5	135	5.64	116.3	12	55.5	✓	✓	✗	NA	NA
CB Unicorn 160 CBS	89,560	162.7	14.7/8000	14.6/6000	5	135	5.64	116.3	12	55.5	✓	✓	✗	Feb 15	★★★★★
CBR 150R															
 We Say: Refined engine, great handling and riding position; loses out on bottom-end and mid-range performance. Also See: Bajaj Pulsar RS 200, Yamaha YZF-R15															
CBR 150R	1.36 lakh	149.4	17.8/10500	12.6/8500	6	138	4.86	131	13	38	✓	✓	✗	NA	NA
CBR 150R Deluxe	1.38 lakh	149.4	17.8/10500	12.6/8500	6	138	4.86	131	13	38	✓	✓	✗	Jun 12	★★★★★
CBR 250R															
 We Say: Just the bike for India, a perfect all-rounder for city and highway. Also See: Hyosung GT250R, KTM RC 200															
CBR 250R	1.76 lakh	249.6	26.4/8500	22.9/7000	6	161	3.47	155	13	35.75	✓	✓	✗	NA	NA
CBR 250R ABS	2.14 lakh	249.6	26.4/8500	22.9/7000	6	167	3.47	155	13	35.75	✓	✓	✗	Jun 11	★★★★★
CBR 650F															
 We Say: That 650-cc four-cylinder sport-tourer we were all waiting for. Also See: Benelli TnT 600, Kawasaki Ninja 650R, Triumph Street Triple															
CBR 650F	7.40 lakh*	649	87/11000	62.9/8000	6	211	NA	NA	17.3	NA	✓	✓	✓	NA	NA
CB1000R															
 We Say: Practical. Both in and out of town. Also See: Benelli TnT 1130, Ducati Monster, Triumph Speed Triple, Suzuki GSX-S1000, Yamaha FZ1															
CB1000R	12.74 lakh*	999	125/10000	100/8000	6	217	2.1	NA	17	16	✓	✓	✗	Aug 09	★★★★★
CBR 1000RR															
 We Say: NA. Also See: Kawasaki Ninja ZX-10R, Suzuki GSX-R 1000, Yamaha YZF-R1															
CBR 1000R FireBlade	16.59 lakh*	999.6	181/12250	114/10500	6	200	NA	NA	17.5	NA	✓	✓	✗	NA	NA











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VFR1200F															
	We Say: Effortless mile muncher. Also See: BMW K 1300 R, Kawasaki Ninja ZX-14R, Suzuki Hayabusa														
VFR1200F	18.86 lakh*	1237	172/10000	129/8750	6	267	2.37	NA	18.5	NA	✓	✓	✓	Dec 10	★★★★★
VT1300CX															
	We Say: A series-production custom motorcycle. Also See: Harley-Davidson Softail Breakout														
VT1300CX	15.25 lakh*	1312	57.7/4250	107/2250	5	309	NA	NA	12.8	NA	✓	✓	✓	NA	NA
GL1800 GOLD WING															
	We Say: The most iconic grand tourer in the world. Also See: BMW K 1600 GT L, Harley-Davidson CVO Limited, Indian Roadmaster														
Gold Wing Audio Comfort	28.50 lakh*	1832	118/5500	167/4000	5+R	421	NA	NA	25	NA	✓	✓	✓	NA	NA
Gold Wing Airbag	31.50 lakh*	1832	118/5500	167/4000	5+R	423	NA	NA	25	NA	✓	✓	✓	NA	NA
INDIAN www.indianmotorcycle.com/en-in															
															
SCOUT															
	We Say: Charismatic cruiser with a more urgency than its bigger siblings. Also See: Harley-Davidson Street Bob, Fat Bob														
Scout	12.00 lakh*	1133	101.6/8000	97.7/5900	6	253	NA	NA	12.5	NA	✓	✓	✓	NA	NA
CRUISER															
	We Say: The first, no-nonsense steps to an iconic motorcycle. Also See: Harley-Davidson Fat Boy, Moto Guzzi California, Triumph Thunderbird Storm														
Chief Dark Horse	22.00 lakh*	1811	74.1/5075	138.9/2600	6	357	NA	NA	20.8	NA	✗	✓	✓	NA	NA
Chief Classic	25.50 lakh*	1811	74.1/5075	138.9/2600	6	370	NA	NA	20.8	NA	✗	✓	✓	NA	NA
BAGGER															
	We Say: A iconic example of American iron. Also See: Harley-Davidson Heritage Softail Classic, Street Glide Special, Triumph Thunderbird LT														
Chief Vintage	28.50 lakh*	1811	74.1/5075	138.9/2600	6	379	NA	NA	20.8	NA	✗	✓	✓	NA	NA
Chieftain	32.00 lakh*	1811	74.1/5075	138.9/2600	6	385	NA	NA	20.8	NA	✓	✓	✓	NA	NA
TOURING															
	We Say: The fully loaded luxury tourer. Also See: BMW K 1600 GT L, Harley-Davidson Street Glide Special, CVO Limited, Honda GL1800 Gold Wing														
Roadmaster	34.95 lakh*	1811	74.1/5075	138.9/2600	6	418	NA	NA	20.8	NA	✓	✓	✓	NA	NA
KAWASAKI www.kawasaki-india.com															
															
Z250															
	We Say: Quarter-litre twin-cylinder streetbike at a good price. Also See: Benelli TnT 300, KTM 390 Duke														
Z250	3.44 lakh	249	32/11000	21/10000	6	168	3.7	147	17	NA	✓	✓	✗	Jul 15	★★★★★
Z800															
	We Say: Aggressively styled streetbike at a hard-to-resist price. Also See: Benelli TnT 899, Triumph Street Triple														
Z800	8.19 lakh	806	113/10200	83/8000	6	229	NA	NA	17	NA	✓	✓	✓	NA	NA
Z1000															
	We Say: One of the meanest looking streetbikes you can opt for. Also See: Aprilia Tuono V4R, Benelli TnT 1130, Suzuki GSX-S1000, Triumph Speed Triple, Yamaha FZ-1														
Z1000	13.85 lakh	1043	142/10000	111/7300	6	221	NA	NA	17	NA	✓	✓	✓	NA	NA
VERSYS 1000															
	We Say: A touring Kwacker for all-road use. Also See: Suzuki V-Strom, Triumph Tiger 800XRx														
Versys 1000 ABS	14.29 lakh	1043	120/9000	102/7500	6	249	NA	NA	21	NA	✓	✓	✓	NA	NA

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NINJA 300															
 We Say: A true performance bike in India. Also See: KTM RC 390, Yamaha YZF-R3															
Ninja 300	4.00 lakh	296	39/11000	27.5/10000	6	172	2.56	160	17	NA	✓	✓	✗	May 13	★★★★★
ER-6N															
 We Say: Versatile street bike. Also See: Benelli TnT 600i, Triumph Street Triple															
ER-6n	5.48 lakh	649	72/8500	64/7000	6	201	NA	NA	16	NA	✓	✓	✗	NA	NA
NINJA 650R															
 We Say: Most versatile motorcycle. Also See: Benelli TnT 600, Honda CBR 650F, Hyosung GT650R, Triumph Street Triple															
Ninja 650R	5.93 lakh	649	72/8500	64/7000	6	209	2.04	NA	16	NA	✓	✓	✗	Sep 12	★★★★★
NINJA 1000															
 We Say: Smooth and comfortable mile-muncher. Also See: Moto Guzzi 1200 Sport, Suzuki GSX-S1000F															
Ninja 1000	13.85 lakh	1043	142/10000	111/7300	6	230	NA	NA	19	NA	✓	✓	✓	NA	NA
NINJA ZX-10R															
 We Say: One of the most rider-friendly litre-class superbike there is. Also See: Aprilia RSV4, Honda CBR 1000R, Suzuki GSX-R 1000, Yamaha YZF-R1															
Ninja ZX-10R	17.36 lakh	998	210/13000	112/11500	6	201	2.10	276	17	NA	✓	✓	✓	Dec 13	★★★★★
NINJA H2															
 We Say: The first supercharged big bike on sale in India. Also See: BMW S 1000 RR, Ducati 1299 Panigale, Suzuki Hayabusa, Yamaha YZF-R1M															
Ninja H2	29.00 lakh*	998 s/c	210/11000	133.5/10500	6	238	NA	300 (L)	17	NA	✓	✓	✓	NA	NA
NINJA ZX-14R															
 We Say: Very refined performance and power delivery for a hyperbike. Also See: BMW K 1300 R, Ducati 1299 Panigale, Honda VFR 1200F, Suzuki Hayabusa															
Ninja ZX-14R	18.68 lakh	1441	210/10000	162.5/7500	6	268	NA	300 (L)	22	NA	✓	✓	✓	Feb 14	★★★★★
KTM www.ktm.com/in															
DUKE															
 We Say: A bike which loves to be ridden aggressively and features updated technology. Also See: Bajaj Pulsar 200 NS, Benelli TnT 302, Kawasaki Z250															
200 Duke	1.53 lakh	199.5	25/10000	19.2/8000	6	136	3.73	135	10.5	34.5	✓	✓	✗	Jan 12	★★★★★
390 Duke	2.10 lakh	373.2	43.5/9000	35/7000	6	150	2.46	162	10.5	NA	✓	✓	✓	Sep 13	★★★★★
RC															
 We Say: A serious track-tool for learner and enthusiast alike. Also See: Honda CBR 250R, Kawasaki Ninja 300, Yamaha YZF-R3															
RC200	1.84 lakh	199.5	25/10000	19.2/8000	6	149	3.68	131	10	NA	✓	✓	✗	Apr 15	★★★★★
RC390	2.36 lakh	373.2	43.5/9000	35/7000	6	159	2.72	163	10	NA	✓	✓	✓	Apr 15	★★★★★
LML www.lmlworld.com															
FREEDOM															
 We Say: NA Also See: Mahindra Centuro, TVS Star Sport															
LS	55,355	109.2	8.5/7750	8.6/5000	4	119	8.2	98.2	12.5	51	✓	✓	✗	Sep 13	★★★★☆
MAHINDRA 2WHEELERS www.mahindra2wheelers.com															
CENTURO															
 We Say: A commuter with many innovative features Also See: Honda Dream Yuga, Hero Passion, TVS Star City, Bajaj Discover															
Centuro Rockstar	43,910*	106.7	8.5/7500	8.5/5500	4	126	8.66	93.56	12.7	49	✓	✗	✗	NA	NA
Centuro NXT	52,000*	106.7	8.5/7500	8.5/5500	4	126	8.66	93.56	12.7	49	✓	✓	✗	NA	NA
Centuro Disc Brake	52,210*	106.7	8.5/7500	8.5/5500	4	126	8.66	93.56	12.7	49	✓	✓	✗	NA	NA

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MOJO															
 We Say: A compact sport-touring offering that also works as an everyday bike. Also See: Honda CBR 250R, Royal Enfield Classic 350															
Mojo	1.78 lakh	295	27.2/8000	30/5500	6	165	NA	NA	21	NA	✓	✓	✗	NA	NA
MOTO GUZZI www.motoguzzi.com															
1200															
 We Say: Immensely fun muscle bike, and a capable tourer (Sport). Also See: Benelli TnT 1130, BMW R 1200 R, BMW R nineT, Ducati Monster, Triumph Speed Triple															
Griso 8V SE	18.06 lakh	1151	110/7500	108/6400	6	222	NA	NA	16.7	NA	✗	✓	✗	NA	NA
STELVIO															
 We Say: Fun adventure tourer with its Italian heart driven by a shaft. Also See: BMW R 1200 GS Adventure, Ducati Multistrada, Triumph Tiger Explorer XC															
1200 NTX ABS	20.64 lakh	1151	105/7250	113/5800	6	257	NA	NA	32	NA	✗	✓	✓	NA	NA
CALIFORNIA															
 We Say: Relaxed but quick long-distance tourer that loves the open road. Also See: Harley-Davidson Street Glide Special, Indian Chief Classic															
1400 Audace	22.08 lakh	1380	96/6500	120/2750	6	318	NA	NA	20.5	NA	✓	✓	✓	NA	NA
1400 Touring SE	23.80 lakh	1380	96/6500	120/2750	6	337	NA	NA	20.5	NA	✓	✓	✓	NA	NA
ROYAL ENFIELD www.royalenfield.com															
BULLET															
 We Say: The subtle Enfield makes a come back with a UCE heart. Also See: No options, there are no alternatives to a Bullet but a Bullet itself															
Bullet 350	1.13 lakh	346	19.8/5250	28/4000	5	180	NA	NA	13.5	NA	✗	✗	✗	NA	NA
Bullet Electra	1.26 lakh	346	19.8/5250	28/4000	5	183	NA	NA	13.5	NA	✗	✓	✗	NA	NA
Bullet 500	1.62 lakh	499	26.1/5100	40.9/3800	5	193	NA	NA	13.5	NA	✗	✓	✗	NA	NA
THUNDERBIRD															
 We Say: Pseudo-cruiser with a focus on touring. Also See: None as yet															
Thunderbird 350	1.46 lakh	346	19.8/5250	28/4000	5	192	NA	NA	20	NA	✗	✓	✗	NA	NA
Thunderbird 500	1.86 lakh	499	27.5/5250	41.3/4000	5	195	4.65	NA	20	NA	✗	✓	✗	NA	NA
CLASSIC															
 We Say: Royal Enfield fuses old world charm with modern retro lines. Also See: There is no other bike like the Classic															
Classic 350	1.35 lakh	346	19.8/5250	28/4000	5	NA	NA	NA	13.5	NA	✗	✓	✗	NA	NA
Classic 500	1.72 lakh	499	27.5/5250	41.3/4000	5	182	4.75	131	13.5	NA	✗	✓	✗	Jan 10	★★★★★
Desert Storm	1.75 lakh	499	27.5/5250	41.3/4000	5	182	4.75	131	13.5	NA	✗	✓	✗	NA	NA
Classic Chrome	1.83 lakh	499	27.5/5250	41.3/4000	5	182	4.75	131	13.5	NA	✗	✓	✗	NA	NA
CAFÉ RACER															
 We Say: Classic British bike which is fun to ride, easy to maintain and affordable too. Also See: There is no other bike like the Continental GT															
Continental GT	2.10 lakh	535	29.1/5100	44/4000	5	184	4.11	143	13.5	NA	✗	✓	✗	Dec 13	★★★★☆
SUZUKI www.suzukimotorcycle.co.in															
HAYATE															
 We Say: Suzuki's answer to the commuter competition. Also See: Bajaj Discover 100, TVS Star City, Yamaha Cruz															
Hayate	51,899	112.8	8.4/7500	8.8/5000	4	112	8.26	94.71	8	68.5	✓	✓	✗	Aug 12	★★★★☆
SLINGSHOT															
 We Say: Stylish commuter equipped with a refined engine. Also See: Hero Super Splendor, Honda Shine, TVS Phoenix, Yamaha Saluto															
SlingShot	58,873	124	8.6/8500	10/6000	5	128	7.65	97	12	59	✓	✓	✗	Oct 10	★★★★☆

	PRICE (Rs, OTR PUNE) *Ex-showroom	ENGINE CAPACITY (cc)	PEAK POWER PS/RPM	PEAK TORQUE Nm/RPM	NUMBER OF GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATING
GS150R															
 We Say: Well packaged all-rounder from Suzuki. Also See: Bajaj Pulsar 150, Hero Xtreme, Honda CB Unicorn 160, Yamaha SZ															
GS150R	79,647	149.5	14/8500	13.4/6000	6	149	5.46	108	15.5	59.75	✓	✓	✗	Feb 09	★★★★★
GIXXER															
 We Say: Street sport bike which brings style, handling and efficiency together well. Also See: Yamaha FZ-S, Honda CB Trigger, Hero Hunk															
Gixxer	86,367	155	14.8/8000	14/6000	5	135	5.85	111.45	12	47.75	✓	✓	✗	Oct 14	★★★★★
GIXXER SF															
 We Say: Paired street sport with good handling dynamics. Also See: Honda CBR 150R, Yamaha YZF-R15															
Gixxer SF	95,212	155	14.8/8000	14/6000	5	139	4.82	116.2	12	47.75	✓	✓	✗	May 15	★★★★★
BANDIT															
 We Say: Value for money, versatile and practical. Also See: Ducati Monster, Honda CB1000R, Triumph Speed Triple, Yamaha FZ1															
Bandit 1250SA	11.92 lakh	1255	98/7500	108/3700	6	254	2.19	250	19	15.25	✓	✓	✓	Jul 10	★★★★★
V-STROM															
 We Say: Capable, but pricey adventure sports tourer. Also See: BMW R 1200 GS, Ducati Multistrada, Kawasaki Versys, Triumph Tiger															
V-Strom 1000	17.21 lakh	1037	100/8000	103/4000	6	228	NA	NA	20	NA	✓	✓	✓	NA	NA
GSX-S															
 We Say: GSX performance now for the street. Also See: Benelli TnT 1130, Honda CB1000R, Kawasaki Z1000, Ninja 1000, Triumph Speed Triple, Yamaha FZ1															
GSX-S1000	12.25 lakh*	999	145/10000	106/9500	6	209	NA	NA	17	NA	✓	✓	✓	NA	NA
GSX-S1000F	12.70 lakh*	999	145/10000	106/9500	6	214	NA	NA	17	NA	✓	✓	✓	NA	NA
GSX-R															
 We Say: Carrying on the Gixxer tradition of high performance. Also See: BMW S 1000 RR, Honda CBR1000R, Kawasaki Ninja ZX-10R, Yamaha YZF-R1															
GSX-R 1000	15.88 lakh	999	185/12000	116.7/10000	6	205	2.07	NA	17.5	11.80	✓	✓	✗	Jul 10	★★★★★
HAYABUSA															
 We Say: One of the world's fastest motorcycles, officially on sale in India. Also See: BMW S 1000 RR, Ducati 1299 Panigale, Kawasaki Ninja ZX-14R															
GSX-1300R LE	19.05 lakh	1340	197/9500	155/7200	6	236	NA	300 (L)	21	NA	✓	✓	✓	NA	NA
INTRUDER															
 We Say: Attention magnet. Also See: Harley-Davidson Iron 883, Harley-Davidson Breakout, Triumph Thunderbird Storm															
M800	11.15 lakh	805	53/6000	66/3600	5	269	2.91	NA	15.5	NA	✓	✓	✗	Jan 12	★★★★★
M1800R	18.95 lakh	1783	128/6200	160/3200	5	319	2.1	209	19.5	13	✓	✓	✗	Jan 09	★★★★★
TRIUMPH TRIUMPH www.triumphmotorcycles.in															
BONNEVILLE															
 We Say: Modern classic trying to re-live the good old days. Also See: No alternatives yet															
Bonneville	6.90 lakh	865	61/7500	61/5550	5	225	NA	NA	16	NA	✓	✓	✗	NA	NA
Bonneville T100	7.99 lakh	865	61/7500	61/5550	5	230	NA	NA	16	NA	✗	✓	✗	NA	NA
THRUXTON															
 We Say: Classic café racer with a twin-cylinder heart for the hard-core enthusiast. Also See: No alternatives, other than the Royal Enfield Continental GT															
Thruxton 900 Café Racer	8.22 lakh	865	61/7500	61/5550	5	230	NA	NA	16	NA	✗	✓	✗	NA	NA
DAYTONA															
 We Say: The only world-class non-Japanese entrant in the extremely competitive Supersport arena. Also See: Ducati 899 Panigale															
Daytona 675	12.38 lakh	675	118/12300	70/9900	6	189	NA	NA	17.4	NA	✓	✓	✓	NA	NA
Daytona 675R	14.04 lakh	675	118/12300	70/9900	6	189	NA	NA	17.4	NA	✓	✓	✓	NA	NA

	PRICE (Rs, OTR PUNE) *Ex-showroom	ENGINE CAPACITY (cc)	PEAK POWER PS/RPM	PEAK TORQUE Nm/RPM	NUMBER OF GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATING
ROADSTER															
 We Say: Stripped-down racers for the road. Also See: Benelli TnT 600i, TnT 899, TnT 1130, Ducati Monster, Honda CBR650F, Kawasaki Ninja 650, Suzuki GSX-S1000															
Street Triple	9.03 lakh	675	79/11050	57/8375	6	188	NA	NA	17.4	NA	✓	✓	✓	NA	NA
Speed Triple	12.81 lakh	1050	127/9300	105/7800	6	214	NA	NA	17.5	NA	✓	✓	✓	NA	NA
TIGER															
 We Say: Versatile and comfortable on-off-roader with a choice of displacements. Also See: BMW R 1200 GS, Ducati Multistrada, Suzuki V-Strom 1000															
800 XR	12.00 lakh	800	95/9250	79/7850	6	213	NA	NA	19	NA	✓	✓	✓	NA	NA
800 XRx	13.43 lakh	800	95/9250	79/7850	6	216	NA	NA	19	NA	✓	✓	✓	NA	NA
800 XCx	14.68 lakh	800	95/9250	79/7850	6	221	NA	NA	19	NA	✓	✓	✓	NA	NA
800 XCA	15.70 lakh	800	95/9250	79/7850	6	221	NA	NA	19	NA	✓	✓	✓	NA	NA
1200 Explorer XC	21.47 lakh	1215	137/9300	121/6400	6	267	NA	NA	20	NA	✓	✓	✓	NA	NA
THUNDERBIRD															
 We Say: The British laid-back cruiser. Also See: Harley-Davidson Fat Boy, Heritage Softail Classic, Indian Chief, Suzuki Intruder M1800R															
Storm	16.03 lakh	1699	98/5200	156/2950	6	339	NA	NA	22	NA	✓	✓	✗	NA	NA
LT	18.63 lakh	1699	94/5408	151/3550	6	349	NA	NA	22	NA	✓	✓	✓	NA	NA
ROCKET III															
 We Say: The largest capacity series-production motorcycle on the planet. Also See: Ducati Diavel, Yamaha VMAX															
Roadster	24.37 lakh	2294	148/5750	221/2750	5	367	NA	NA	24	NA	✓	✓	✗	NA	NA
 TVS www.tvsmotor.co.in															
STAR															
 We Say: Adds style to your commute without being too heavy on the pocket. Also See: Bajaj Platina, Hero CD Deluxe, Honda Dream Neo															
Sport	52,854	99.7	7.4/7500	7.5/5000	4	95	9.5	85	12	63	✓	✓	✗	Apr 07	★★★★☆
Star City+	55,200	109.7	8.4/7000	8.7/5000	4	109	7.68	90.8	10	67	✓	✓	✗	Jul 14	★★★★☆
PHOENIX															
 We Say: A capable commuter. Also See: Honda Shine, Bajaj Discover 125ST, Yamaha Saluto															
Phoenix (Drum)	63,769	124.5	11/8000	10.8/6000	4	114	7.52	NA	12	NA	✓	✗	✗	NA	NA
Phoenix (Disc)	66,672	124.5	11/8000	10.8/6000	4	116	7.52	96.4	12	63	✓	✓	✗	Nov 12	★★★★☆
APACHE RTR															
 We Say: Great looks, nimble traffic carver with power through the complete rev range. Also See: Bajaj Pulsar 180, 220, Hero Karizma, Honda Unicorn CB160, Suzuki Gixxer, Yamaha FZ-S															
RTR160	80,616	159.7	15.4/8500	13.1/6000	5	136	5.04	118.7	16	50	✓	✓	✗	NA	NA
RTR160 (Rear Disc)	82,960	159.7	15.4/8500	13.1/6000	5	136	5.04	118.7	16	50	✓	✓	✗	NA	NA
RTR180	87,053	177.4	17.3/8500	15.5/6500	5	137	4.64	124	16	45.25	✓	✓	✗	Jul 09	★★★★☆
RTR180 ABS	98,900	177.4	17.3/8500	15.5/6500	5	137	4.64	NA	16	NA	✓	✓	✓	NA	NA
 VIBGYOR www.vvehicles.co.in															
GALLOP															
 We Say: NA. Also See: Hero CD Dawn, Bajaj Platina, TVS Star															
Gallop	NA	97.2	6.8/8500	6.5/6000	4	87	NA	NA	13.5	NA	✗	✓	✗	NA	NA
Gallop (Disc Brake)	NA	97.2	6.8/8500	6.5/6000	4	87	NA	NA	13.5	NA	✓	✓	✗	NA	NA
HUNTER															
 We Say: NA. Also See: Bajaj Discover, Honda Shine															
Hunter	NA	124.1	9.8/9000	9.0/8000	5	120	NA	NA	18	NA	✓	✓	✗	NA	NA
SHARK															
 We Say: NA. Also See: Bajaj Discover 150, Yamaha SZ															
Shark	NA	142.6	13.05/9000	9.5/7500	5	130	NA	NA	14	NA	✓	✓	✗	NA	NA

	PRICE (Rs, OTR PUNE) *Ex-showroom	ENGINE CAPACITY (cc)	PEAK POWER PS/RPM	PEAK TORQUE Nm/RPM	NUMBER OF GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATING
 YAMAHA www.yamaha-motor-india.com															
CRUX															
 We Say: Excellent gearbox, but lacks appeal and doesn't excel at anything else. Also See: Bajaj CT100, Honda CD110 Dream, TVS Star City															
Crux	44,304	105.6	7.6/7500	7.5/6000	4	113	9.9	94	11	62.52	✓	✗	✗	Oct 05	★★★★☆
SALUTO															
 We Say: Smooth, stylish and refined all-rounder. Also See: Hero Super Splendor, Honda Shine, Suzuki SlingShot, TVS Phoenix															
Saluto 125	60,078	125	8.3/7500	10.1/4500	5	112	NA	NA	13.6	NA	✓	✓	✗	NA	NA
Saluto 125 Disc	63,064	125	8.3/7500	10.1/4500	5	112	NA	NA	13.6	NA	✓	✓	✗	NA	NA
SZ															
 We Say: Commuter with a 150cc heart and a 125cc's price tag. Also See: Hero Achiever, Bajaj Discover 150															
SZ-RR 2.0	73,786	149	12.1/7500	12.8/6000	5	134	NA	NA	14	55	✓	✓	✗	NA	NA
FZ															
 We Say: Great-looking naked bike; has worked wonders for Yamaha in India. Also See: Hero Hunk, Honda CB Trigger, TVS Apache RTR160															
FZ-16	79,943	153	14/7500	13.6/6000	5	135	5.51	110.9	12	43.5	✓	✓	✗	Oct 08	★★★★★
FZ-S	82,090	153	14/7500	13.6/6000	5	135	5.51	110.9	12	43.5	✓	✓	✗	NA	NA
FZ-16 2.0 FI	86,021	149	13.1/8000	12.8/6000	5	132	NA	NA	12	NA	✓	✓	✗	NA	NA
FZ-S 2.0 FI	88,223	149	13.1/8000	12.8/6000	5	132	NA	NA	12	NA	✓	✓	✗	NA	NA
FAZER															
 We Say: The FZ with a fairing, little underpowered for serious touring. Also See: Bajaj Pulsar AS 150, Pulsar 220															
Fazer	87,541	153	14/7500	13.6/6000	5	138	NA	NA	12	NA	✓	✓	✗	NA	NA
Fazer 2.0 FI	93,726	149	13.1/8000	12.8/6000	5	132	NA	NA	12	NA	✓	✓	✗	NA	NA
YZF-R15															
 We Say: Indian performance biking taken to the next level. Also See: Honda CBR 150R, Hero Karizma ZMR, KTM RC 200, Bajaj Pulsar RS 200															
YZF-R15 S	1.28 lakh	149.8	17/8500	15/7500	6	131	5.12	130.2	12	42.6	✓	✓	✗	Aug 08	★★★★★
YZF-R15 2.0	1.31 lakh	149.8	17/8500	15/7500	6	136	4.89	130.3	12	42.2	✓	✓	✗	Dec 11	★★★★★
YZF-R3															
 We Say: A credible twin-cylinder supersport motorcycle. Also See: Benelli TnT 300, Kawasaki Ninja 300, KTM RC 390															
YZF-R3	3.25 lakh*	321	42/10750	29.6/9000	6	169	NA	NA	14	NA	✓	✓	✗	NA	NA
FZ1															
 We Say: The biggest and the baddest FZ there is. Also See: Aprilia Tuono V4R, Benelli TnT 1130, BMW S 1000 R, Honda CB 1000R, Suzuki Bandit 1250S															
FZ1	11.43 lakh	998	150/11000	106/8000	6	214	NA	NA	18	NA	✓	✓	✗	NA	NA
YZF-R1															
 We Say: MotoGP derived technology places the new R1 among the best superbikes in the world. Also See: Aprilia RSV4, BMW S 1000 RR, Honda CBR1000RR, Kawasaki Ninja ZX-10R, Suzuki GSX-R 1000															
YZF-R1	22.34 lakh*	998	200/13500	112.4/11500	6	199	NA	300 (L)	17	NA	✓	✓	✗	NA	NA
YZF-R1M	29.43 lakh*	998	200/13500	112.4/11500	6	200	NA	300 (L)	17	NA	✓	✓	✗	NA	NA
VMAX															
 We Say: A 200-PS naked street bike. Also See: Ducati Diavel, Triumph Rocket III															
VMAX	27.35 lakh*	1679	200/9000	166.8/6500	5	310	NA	NA	15	NA	✓	✓	✗	NA	NA

	PRICE (Rs, OTR PUNE) *Ex-showroom	ENGINE CAPACITY (cc)	PEAK POWER PS/RPM	PEAK TORQUE Nm/RPM	NUMBER OF GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATING
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Competition Bikes



SUZUKA www.suzukaracingmotorcycles.com

SRM250 2V

We Say: NA.
Also See: NA

SRM250 AC 2V	3.40 lakh	223	16.3/7000	17.5/5500	5	115.5	NA	120	6	NA	×	✓	×	NA	NA
SRM250 LC 2V	3.45 lakh	223	16.3/7000	17.5/5500	5	115.5	NA	120	6	NA	×	✓	×	NA	NA

SRM250 4V

We Say: NA.
Also See: NA

SRM250 4V	3.65 lakh	250	22.4/8500	20/7000	5	116.5	NA	135	6	NA	×	✓	×	NA	NA
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Scooters



APRILIA www.aprilia.com

SRV

We Say: An easy-going, but quick and extremely potent city ride which also loves the highway.
Also See: No options yet

SRV 850	13.43 lakh	839.3	76/7750	76.4/6000	V	249	NA	NA	18.5	NA	✓	✓	×	NA	NA
SRV 850 ABS	13.92 lakh	839.3	76/7750	76.4/6000	V	249	NA	NA	18.5	NA	✓	✓	✓	NA	NA



HERO MOTOCORP www.heromotocorp.com

PLEASURE

We Say: Great looks and goodie-loaded, this is the ideal jump for the econo-commuter who wants more.
Also See: Honda Activa, Suzuki Let's, TVS Scooty Zest

Pleasure	50,047	102	6.8/7000	7.8/5000	V	104	12.18	80.9	5	47	×	✓	×	Feb 06	★★★★★
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MAESTRO EDGE

We Say: New Hero 110-cc scooter wants to have an edge over the competition.
Also See: Honda Dio, TVS Wego, Yamaha Fascino

LX	57,370	110.9	8.4/8000	8.3/6500	V	109	NA	NA	5.3	NA	✓	✓	×	NA	NA
VX	58,466	110.9	8.4/8000	8.3/6500	V	110	NA	NA	5.3	NA	✓	✓	×	NA	NA

DUET

We Say: In-house 110-cc premium scooter set to be the new flagship scooter.
Also See: Honda Activa 3G, Suzuki Swish, TVS Jupiter Yamaha Ray Z

Duet	56,058	110.9	8.4/8000	8.3/6500	V	116	NA	NA	5.3	NA	✓	✓	×	NA	NA
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HONDA www.honda2wheelersindia.com

ACTIVA I

We Say: Revised the scooter market and is an improvement over the old Activa.
Also See: Suzuki Let's, TVS Scooty Pep+, Hero Pleasure

Activa-i	52,078	109	8/7500	8.74/5500	V	103	8.49	90	5.3	63.5	×	✓	×	Sep 13	★★★★★
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ACTIVA 3G

We Say: More power and big improvement overall compared to its smaller-engined sibling.
Also See: Suzuki Access, TVS Wego, Yamaha Ray-Z

Activa 3G	55,645	109	8/7500	8.83/5500	V	108	10.8	89	5.3	53.5	×	✓	×	May 09	★★★★★
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ACTIVA 125

We Say: More power and big improvement overall compared to its smaller-engined sibling.
Also See: Suzuki Swish, Vespa VXL125, Yamaha Fascino

Activa 125	62,560	125	8.67/6500	10.12/5500	V	NA	7.76	92	NA	46.75	×	✓	×	NA	NA
Activa 125 Deluxe	69,350	125	8.67/6500	10.12/5500	V	NA	7.76	92	NA	46.75	✓	✓	×	Jun 14	★★★★★

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DIO															
 We Say: An Activa with good looks. Pillion foot rest is a pain though. Also See: Suzuki Let's, TVS Scooty Zest, TVS Jupiter															
Dio	53,285	109	8/7500	8.6/5500	V	106	10.49	93	5.3	54.75	X	✓	X	Mar 12	★★★★★
AVIATOR															
 We Say: Positioned for the premium market. Good, but expensive. Also See: Suzuki Access, TVS Jupiter, Yamaha Fascino															
Aviator	56,979	109	8.1/8000	8.8/5500	V	102	10.83	83	6	52	X	✓	X	NA	NA
Aviator (Disc)	62,576	109	8.1/8000	8.8/5500	V	102	10.83	83	6	52	3	3	5	Dec 09	★★★★★
 LML www.lmlworld.com															
NV															
 We Say: Going back in time Also See: Suzuki Access, Mahindra Duro, Mahindra Rodeo															
NV-4S (ES)	48,321*	147.5	8.8/6200	11.3/4250	4	116	NA	NA	5.5	NA	X	✓	X	NA	NA
NV LS-4S	62,048*	147.5	8.8/6200	11.3/4250	4	120	NA	NA	5.5	NA	X	✓	X	NA	NA
SELECT															
 We Say: NA Also See: Suzuki Access, Mahindra Duro, Mahindra Rodeo, Mahindra Flyte															
Select 4 (KS)	47,140	149.5	8/5500	13.2/3500	4	119	NA	NA	8	NA	X	X	X	NA	NA
Select 4 (ES)	50,978	149.5	8/5500	13.2/3500	4	123	NA	NA	8	NA	X	✓	X	NA	NA
STAR EURO															
 We Say: NA Also See: Honda Activa 125, Vespa VX															
Star Euro 150 (ES, Disc)	57,918*	150.8	9.5/8000	NA	CVT	112	NA	NA	7	NA	X	✓	X	NA	NA
Star Euro 200 Funky (ES)	61,793*	199.9	9.25/6250	19.9/4000	4	122	NA	NA	5.5	NA	X	✓	X	NA	NA
 MAHINDRA 2WHEELERS www.mahindra2wheelers.com															
GUSTO															
 We Say: Smart scooter with many practical aspects. Also See: Honda Activa, Suzuki Let's, TVS Scooty Zest															
Gusto DX	47,060*	109.6	8.1/7500	9/5500	CVT	NA	NA	NA	6	NA	X	✓	X	NA	NA
Gusto VX	51,060*	109.6	8.1/7500	9/5500	CVT	NA	14.1	76.4	6	45	X	✓	X	Nov 14	★★★★★
RODEO															
 We Say: Flyte gets a style change. Also See: Honda Aviator, Suzuki Swish															
Rodeo UZ0125	49,860*	124.6	8.15/7000	9/5500	V	106	NA	87	4.5	NA	X	✓	X	NA	NA
 SUZUKI www.suzukimotorcycle.co.in															
LET'S															
 We Say: A lightweight 110cc automatic Suzuki Also See: Honda Activa-i, Mahindra Rodeo, TVS Scooty Zest, Yamaha Ray															
Let's	53,411	112.8	8.7/7500	9.0/6500	V	98	9.58	92.9	5.2	49.75	X	✓	X	Aug 14	★★★★★
ACCESS															
 We Say: Really quick and a nimble handler but priced higher than the competition. Also See: Honda Activa 125, Mahindra Duro															
Access 125	58,829	124	8.71/7000	9.8/5000	V	109	7.9	91.8	6.4	42	X	✓	X	Dec 07	★★★★★
SWISH															
 We Say: The Access gets a sporty look Also See: Honda Dio, Mahindra Rodeo, Yamaha Fascino															
Swish 125	59,841	124	8.71/7000	9.8/5000	V	110	7.77	92.6	6	42.2	X	✓	X	May 12	★★★★★

	PRICE (Rs, OTR PUNE) *Ex-showroom	ENGINE CAPACITY (cc)	PEAK POWER PS/RPM	PEAK TORQUE Nm/RPM	NUMBER OF GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATING
TVS  TVS www.tvsmotor.co.in															
SCOOTY PEP+															
We Say: An engine upgrade makes it even more desirable. Also See: Honda Activa, Hero Pleasure, Mahindra Gusto															
															
Scooty Pep+	49,165	87.8	5/6500	5.8/4000	V	95	12.2	74	5	50.67	✗	✓	✗	Nov 05	★★★★☆
SCOOTY ZEST															
We Say: Venerable badge gets a larger heart and contemporary design. Also See: Honda Activa i, Suzuki Let's, Yamaha Alpha															
															
Scooty Zest 110	55,843	109.7	8.02/7500	8.8/5500	V	98.5	7.94	90.4	5	51	✗	✓	✗	Dec 14	★★★★★
WEGO															
We Say: A good city runabout. Also See: Honda Activa, Honda Dio, Hero Pleasure															
															
Wego	59,808	109.7	8/7500	8/5500	V	105	10.35	84	5	40	✓	✓	✗	Jan 10	★★★★☆
JUPITER															
We Say: Good features and comfort for the price. Also See: Hero Maestro, Honda Dio, Yamaha Fascino															
															
Jupiter	59,351	109.7	8/7500	8/5500	V	108	9.98	88.78	5	43	✓	✓	✗	Nov 13	★★★★☆
VESPA  VESPA www.vespaimdia.com															
125															
We Say: If you love retro, buy the Vespa. Also See: Honda Activa 125, Suzuki Access															
															
VXL	86,177	125	10.06/7500	10.6/6000	V	114	9.36	101	8	45.25	✓	✓	✗	Jun 13	★★★★★
SXL	91,025	125	10.06/7500	10.6/6000	V	114	9.36	101	8	45.25	✓	✓	✗	NA	NA
Eleganté	95,309	125	10.06/7500	10.6/6000	V	114	9.36	101	8	45.25	✓	✓	✗	NA	NA
150															
We Say: The most powerful single-cylinder scooter on sale in India. Also See: No options yet.															
															
VXL	93,800	150	11.6/7000	11.5/5500	V	114	NA	NA	8	NA	✓	✓	✗	NA	NA
SXL	98,200	150	11.6/7000	11.5/5500	V	114	NA	NA	8	NA	✓	✓	✗	NA	NA
Matte Red Edition	1.00 lakh	150	11.6/7000	11.5/5500	V	114	NA	NA	8	NA	✓	✓	✗	NA	NA
YAMAHA  YAMAHA www.yamaha-motor-india.com															
RAY															
We Say: Stylish scooter with a Yamaha badge. Also See: Honda Dio, Suzuki Let's, TVS Wego															
															
Ray	52,529	113	7.1/7500	8.1/5000	V	104	9.48	86.31	5	42.5	✓	✓	✗	Nov 12	★★★★☆
Ray Z	54,267	113	7.1/7500	8.1/5000	V	104	9.48	86.31	5	42.5	✓	✓	✗	NA	NA
CYGNUS ALPHA															
We Say: Practical city runabout with large underseat storage. Also See: Honda Activa-i, TVS Scooty Zest, Hero Maestro															
															
Cygnus Alpha	54,751	113	7.1/7500	8.1/5000	V	105	NA	NA	5	42.5	✓	✓	✗	Apr 14	★★★★☆
FASCINO															
We Say: The lightest scooter yet from the Yamaha stable. Also See: Honda Activa 3G, Hero Maestro, Mahindra Gusto, TVS Jupiter,															
															
Fascino	60,137	113	7.1/7500	8.1/5000	V	103	8.64	89.35	5.2	NA	✓	✓	✗	Oct 15	★★★★☆

Electric Scooters

	PRICE (Rs) *Ex-showroom	VOLTAGE	POWER	WHEELBASE (mm)	KERB WEIGHT (KG)	0-20 (KM/H) ACCELERATION	RANGE Km
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BSA www.bsamotorsindia.com

STREET RIDER



Top speed: 25 km/h

Tested: NA

Street Rider	36,600	48V	250W	1260	75	-	70
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ELECTROTHERM www.yobykes.in

ELECTRON ER



Top speed: 25 km/h

Tested: Aug 11

YO Electron ER	22,200*	48V	250W	-	81	NA	65-70
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XPLOR



Top speed: 25 km/h

Tested: NA

YO Xplor	31,705*	48V	250W	-	91	NA	55-60
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SPARK



Top speed: 45 km/h

Tested: Aug 11

YO Spark	34,000*	48V	900W	-	114	4.5	60
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EXL



Top speed: 55 km/h

Tested: Aug 11

YO EXL	37,500*	48V	1kW	-	115	NA	55-60
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E-VO INDIA www.evointia.com

EXULT



Top speed: 25 km/h

Tested: Aug 11

Exult	23,709*	48V	250W	1260	90	-	90
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ELEGANT



Top speed: 25 km/h

Tested: Aug 11

Elegant	24,815*	48V	250W	1330	95	-	85
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HERO ELECTRIC www.heroelectric.in

MAXI



Top speed: 25 km/h

Tested: Mar 09

Maxi	31,750*	48V	250W	-	75	-	70
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OPTIMA PLUS



Top speed: 25 km/h

Tested: Mar 09

Optima ++	34,250*	48V	250W	-	82	-	70
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WAVE DX



Top speed: 25 km/h

Tested: NA

Wave Dx	35,750*	48V	250W	-	105	-	70
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Extra Miles	38,500*	48V	250W	-	117	-	100
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* ex-showroom, Delhi

	PRICE (Rs) *Ex-showroom	VOLTAGE	POWER	WHEELBASE (mm)	KERB WEIGHT (KG)	0-20 (KM/H) ACCELERATION	RANGE Km
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E-SPRINT



Top speed: 45 km/h

Tested: Aug 11

E-sprint	37,997*	48V	800W	-	91	-	65
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CRUZ



Top speed: 25 km/h

Tested: Aug 11

Cruz	34,750*	48V	250W	-	91	-	75
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ZION



Top speed: 25 km/h

Tested: NA

Zion	32,990*	48V	250W	-	74	-	70
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PHOTON



Top speed: 45 km/h

Tested: NA

Photon	40,750*	48V	1.5kW	-	111	-	50
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KABIRDASS MOTOR CO. www.kabirdass.com

K100 LA



Top speed: 25 km/h

Tested: NA

K100 LA	27,257*	48V	250W	-	NA	NA	60
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K101 LA



Top speed: 25 km/h

Tested: NA

K101 LA	27,500*	48V	250W	-	NA	NA	60
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K103 LA



Top speed: 25 km/h

Tested: NA

K103 LA	32,500*	48V	250W	-	NA	NA	75
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LOHIA AUTO www.lohiaauto.com

FAME



Top speed: 25 km/h

Tested: Aug 11

Fame	28,999	48V	250W	1270	70	NA	60
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GENIUS



Top speed: 25 km/h

Tested: Aug 11

Genius	29,999	48V	250W	1230	89	NA	60
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OMA STAR



Top speed: 25 km/h

Tested: Aug 11

Oma Star	31,499	48V	250W	1230	89	NA	60
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Oma Star DX	36,500	48V	250W	1230	89	NA	60
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* OTR, Delhi

* ex-showroom, Chennai



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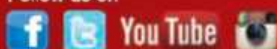
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